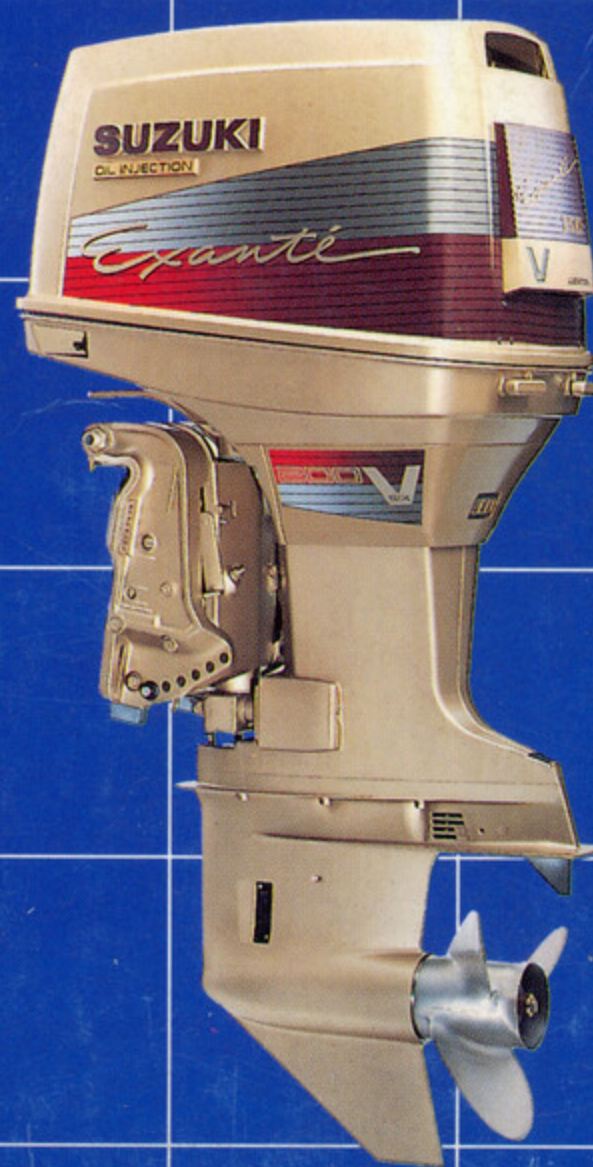


SUZUKI

'88



SUZUKI POWER...

All outboard motors aren't the same. The 1988 model Suzuki's prove that. In fact, ever since they were introduced to the North American market in 1977, Suzuki outboards have been making a name for themselves by delivering extra large helpings of performance and reliability in every boat they propel.

And what's the best way to check us out? That's right, ask someone who owns a Suzuki outboard. They'll tell you based on their first-hand experience and knowledge . . . the ultimate test for any product.

When you own and drive a Suzuki outboard you'll feel the difference for yourself. A difference in the way it starts, idles, accelerates and runs on the top end . . . with a smooth positive response that feels good when you press down on the throttle handle.

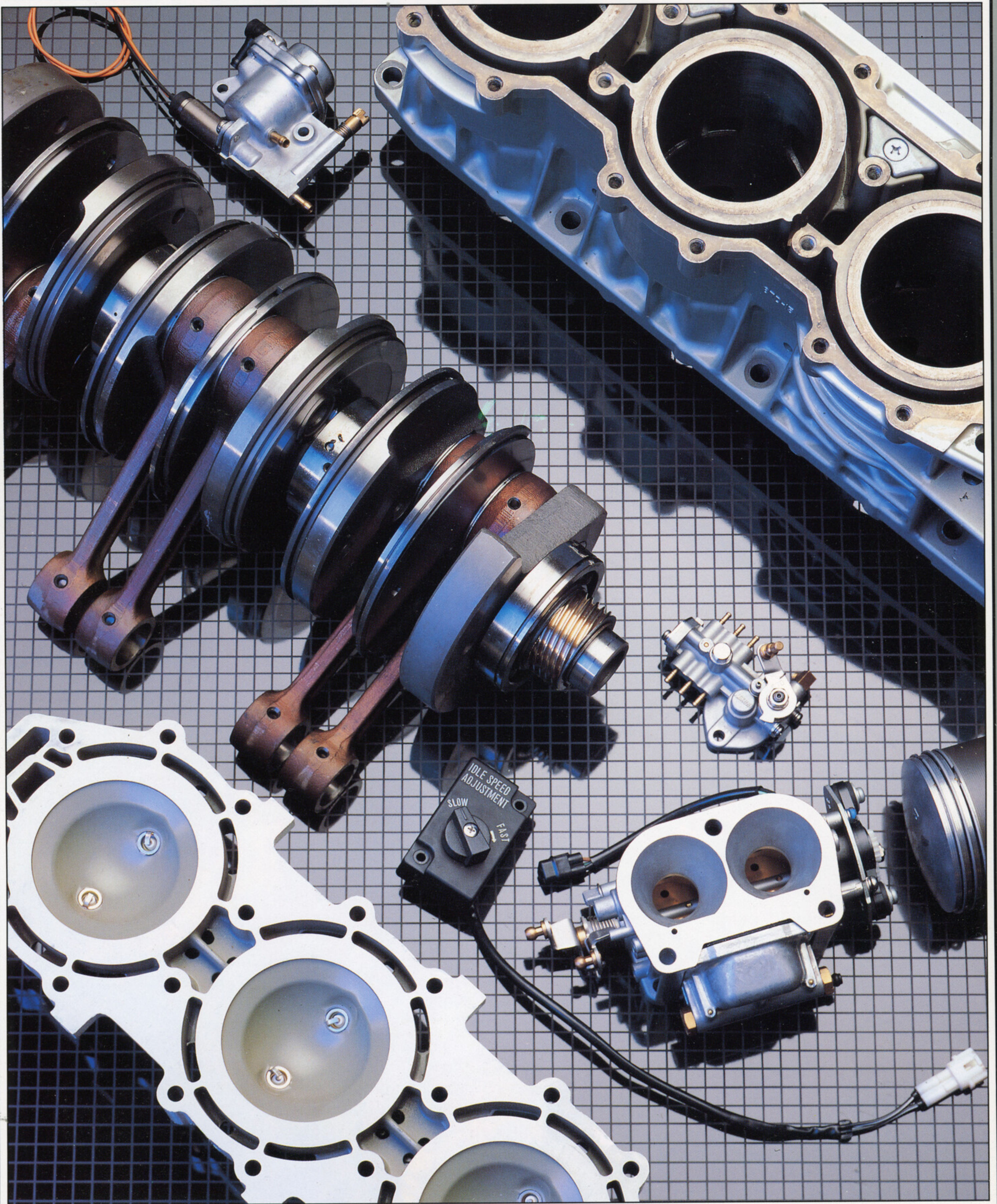
If you haven't driven a new Suzuki outboard, you should. With models from 2 to 200 HP, they're everything you could ever ask for in modern outboard engines, and even more.



A Difference You Can Feel



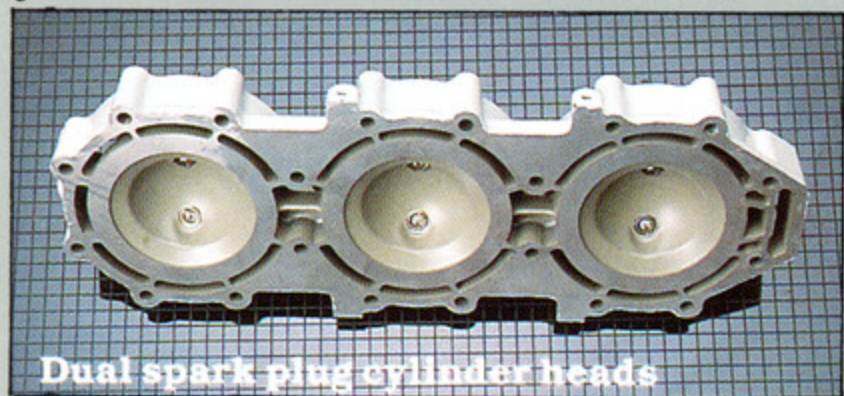
SUZUKI TECHNOLOGY



MAKES THE DIFFERENCE

When Suzuki entered the North American outboard market eleven years ago, there was one fact that couldn't be denied . . . the state of outboard motor technology would never be the same again.

Suzuki made its intentions clear by introducing a line of engines that were all loop-charged, a unique distinction that's still true today. And what's so special about loop-charging? Well, it happens to be the most efficient combustion design a two-cycle engine can have. And to you, that means greater fuel economy, more available power and better all around performance whether you own a 2 HP or a V-6 200.



Dual spark plug cylinder heads

But they didn't stop there. A few years later Suzuki stunned a complacent outboard marketplace by introducing the first oil injection system.

Eliminated forever was the unpleasant task of mixing measured amounts of oil with every re-fueling. Sharing the wealth of years of motorcycle oil injection technology, Suzuki developed a sophisticated outboard oil injection system which still has no equal.

Features such as totally self-contained under-hood oil reservoirs on all models, an exclusive pre-atomization system that injects oil downstream of the carburetor, a Mikuni crankshaft driven oil pump which reacts instantly to changes in throttle setting and engine RPM to make sure your engine gets precisely the correct amount of oil it needs, and Suzuki's special engine monitoring system keeps Suzuki solidly in front of the competition.

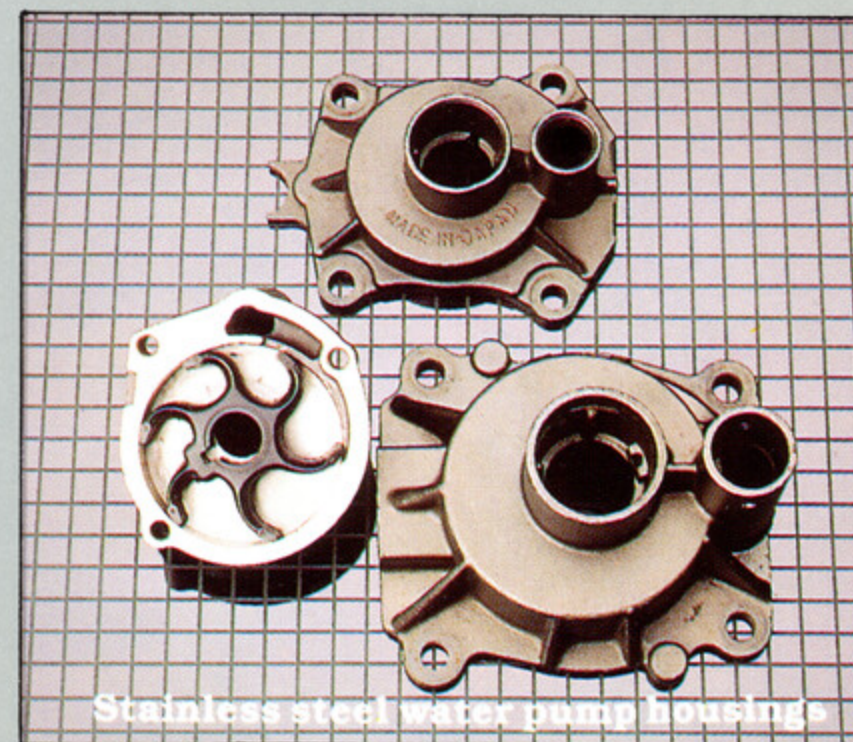
Another Suzuki innovation was I.C. Ignition. Utilizing the most modern technologies available,

Suzuki created an ignition system which did away with old-fashion points and condensers which wear out, and replaced them with longer lasting, more precision integrated circuit microcomputer monitors that sense the amount of throttle opening and engine RPM. These electronic sensors then automatically determine the optimum combustion timing for most efficient operation. No fuss, no muss . . . just pure power when you want it.

From the development of I.C. Ignition, Suzuki then took its technology one step further, developing a single gauge engine monitoring system designed to alert boat operators of potentially harmful low oil levels, oil flow, water flow and engine over-rev conditions. And now, with the introduction of the remarkable new Exanté, Suzuki again out-innovates the competition by debuting the first-ever 'voice-communicated' monitoring system which literally informs a driver of operating conditions with a spoken message.

And Suzuki technology is still going strong, making its presence felt on every motor built. Shouldn't your next outboard engine have these features?

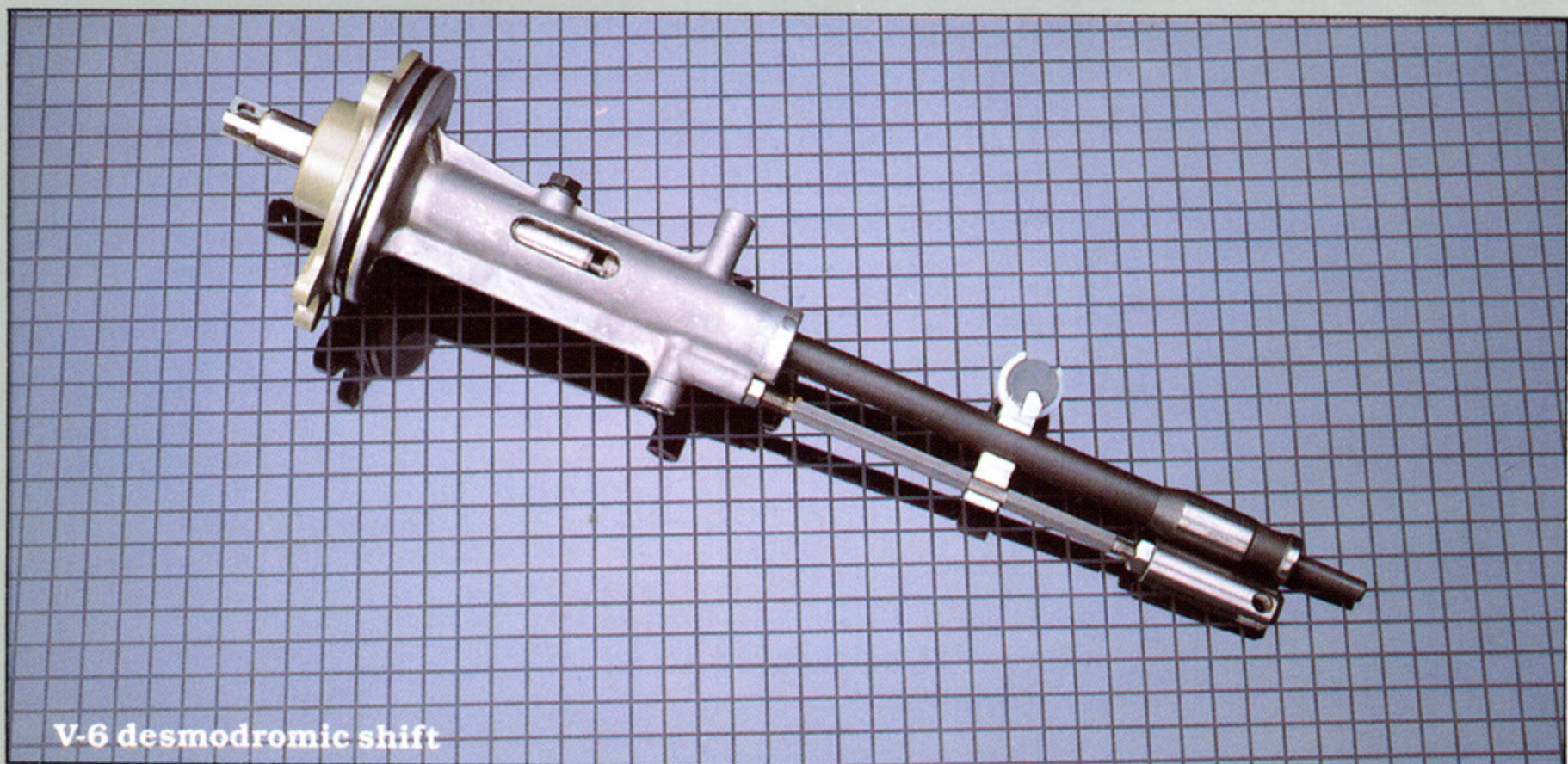
- Stainless steel water pump housings on all 35 models except the 2 HP.
- Electronic idle speed adjustment on all models from 30, 55 HP and up.



Stainless steel water pump housings

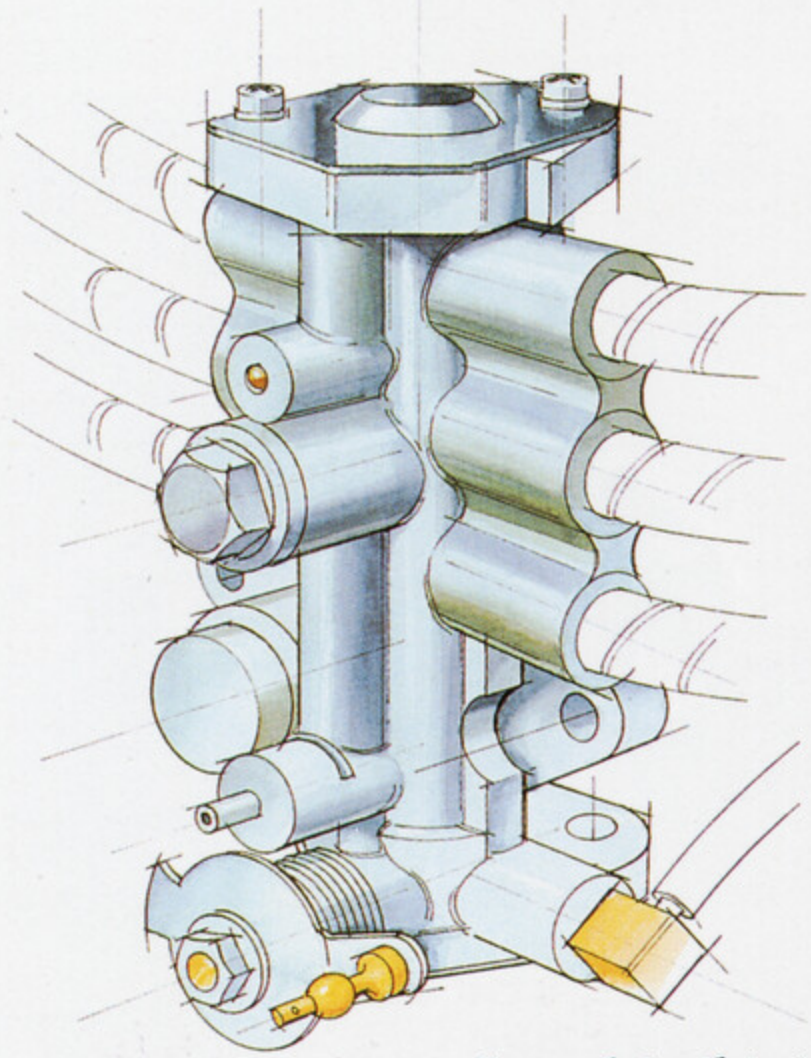
- Removable cylinder block banks on V-6s for easier and less costly repairs.
- Corrosion resistant magnetic ignition switches.
- Dual water intakes on models from 20 to 200 HP.
- Smooth, positive Desmodromic shifting on V-6s.
- Bonded anti-corrosion protection with zinc anodes to keep your engine running longer and better.
- Two color options on engines from 75 to 200 HP and the 9.9, 8 and 9.9 Sail.
- A 24-month limited warranty on all 1987 and later models, the longest standard new engine factory-backed protection policy in the industry.
- Exclusive dual spark plug cylinder heads for cleaner, more complete combustion of fuel on the new 200 HP Exanté and 150 Super Six.

If you buy a Suzuki . . . you're buying tomorrow's outboard today.



V-6 desmodromic shift

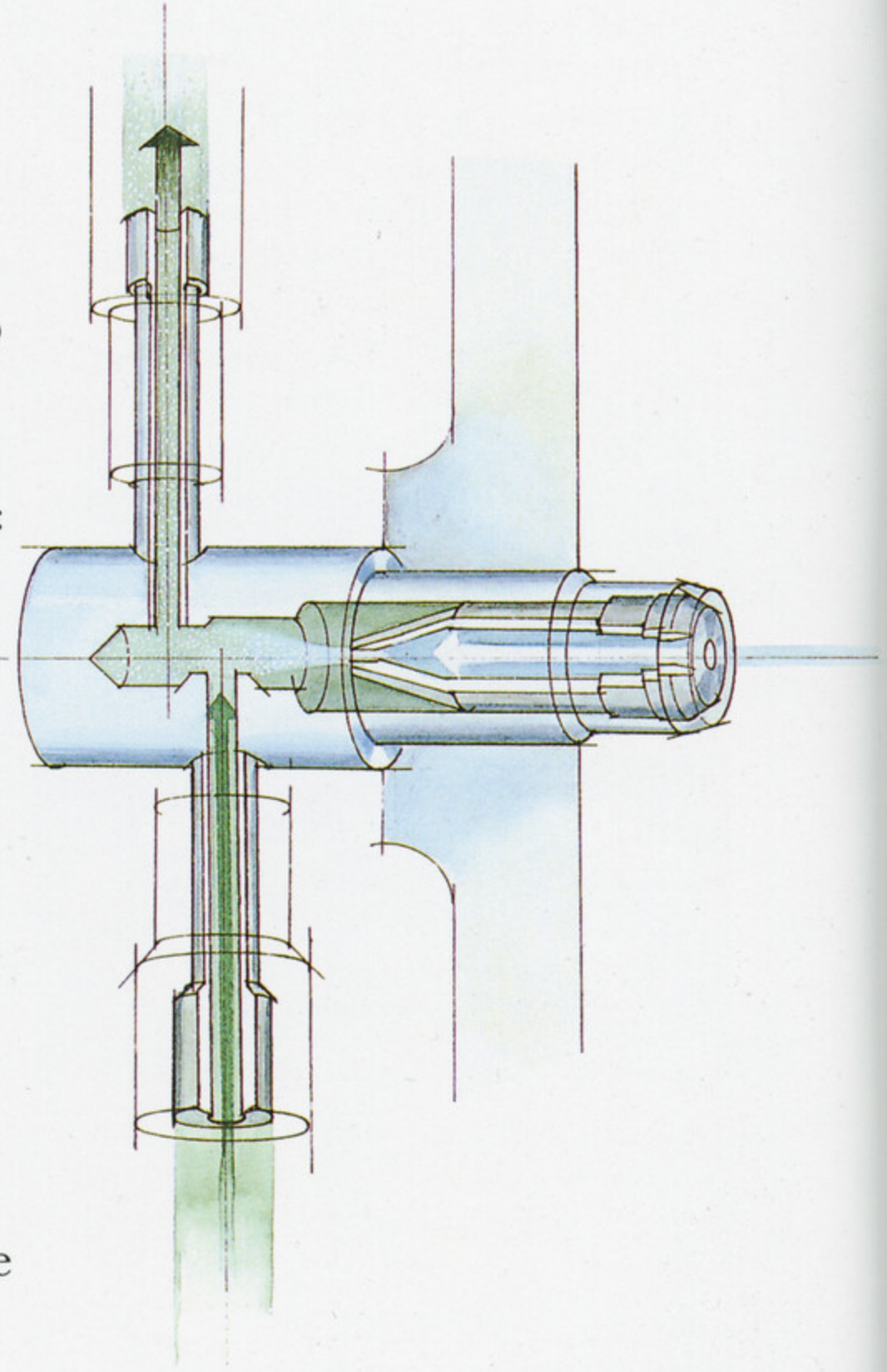
THE MORE YOU KNOW...



Q A lot of outboard brands advertise oil injection. What makes Suzuki's oil injection system better than the rest?

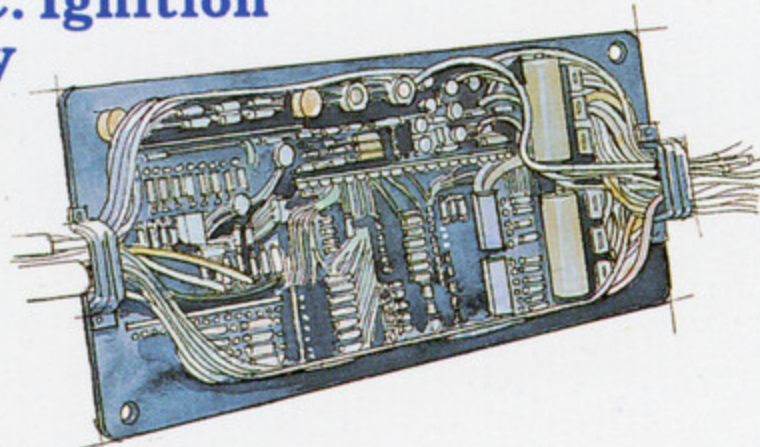
A First of all, Suzuki was the originator of outboard oil injection, introducing it to the marine industry in 1980. Because of years of experience in motorcycle oil injection technology, Suzuki applied many of these proven principles to their outboard motors. It's no wonder that they developed the most advanced and efficient method of outboard oil injection even to this day. All

Suzuki oil injected engines share two important features: an integral oil reservoir beneath the motor hood, and a mechanical oil pump delivery system. Instead of having a remote oil tank located inside the boat where it takes up valuable interior space, Suzuki engineered its oil injection system with a special molded oil reservoir that fits neatly under the motor cover. Secondly, it uses a precision Mikuni oil pump which is driven off the engine's crankshaft to inject oil into the engine in exactly the correct fuel/oil ratio for any RPM or engine load condition. This means you're getting optimum lubrication at all speeds with immediate response to changes in throttle setting. On certain models, (all V-6s and engines from 30 to 65 HP) Suzuki even goes one step further by pre-atomizing the oil. A tiny stream of air is forced into the oil flow before it is injected into the engine downstream of the carburetors. This creates minuscule bubbles in the oil and allows it to be more evenly distributed throughout the engine for maximum lubrication.

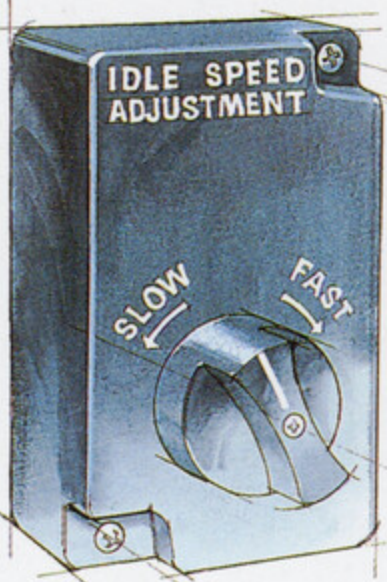


6

Q How does an I.C. Ignition system help my engine perform better?

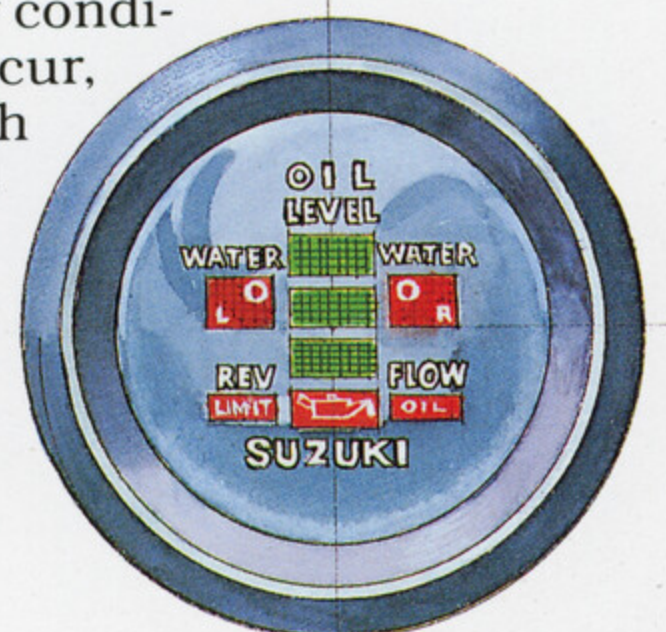


A Suzuki was the first to introduce an I.C. Ignition system for mid range outboards. Suzuki's I.C. Ignition automatically adjusts engine timing to precisely the right setting throughout the entire operating RPM range, from idle to full throttle. This gives you smoother acceleration, better fuel economy and more overall performance. It also improves dependability because there are no points or condensers that wear out and have to be replaced.



Q If my engine should develop a mechanical problem, how will Suzuki's exclusive engine monitoring system help me?

A Suzuki's engine monitoring system keeps you constantly informed about vital engine functions: oil level, oil flow, water flow, and over-rev conditions. If a problem should occur, the display lights on the dash gauge will illuminate and a caution buzzer will sound allowing you the opportunity to take appropriate corrective action.



THE BETTER WE LOOK

Q I understand that Suzuki provides a stainless steel propeller as part of the standard equipment on all V-6 engines. What are the advantages?



A Unlike other outboard brands where a consumer may have to pay extra for a stainless steel propeller, Suzuki provides it at no additional cost as part of the normal price of the engine. Primarily, a stainless steel propeller is better than aluminum for two

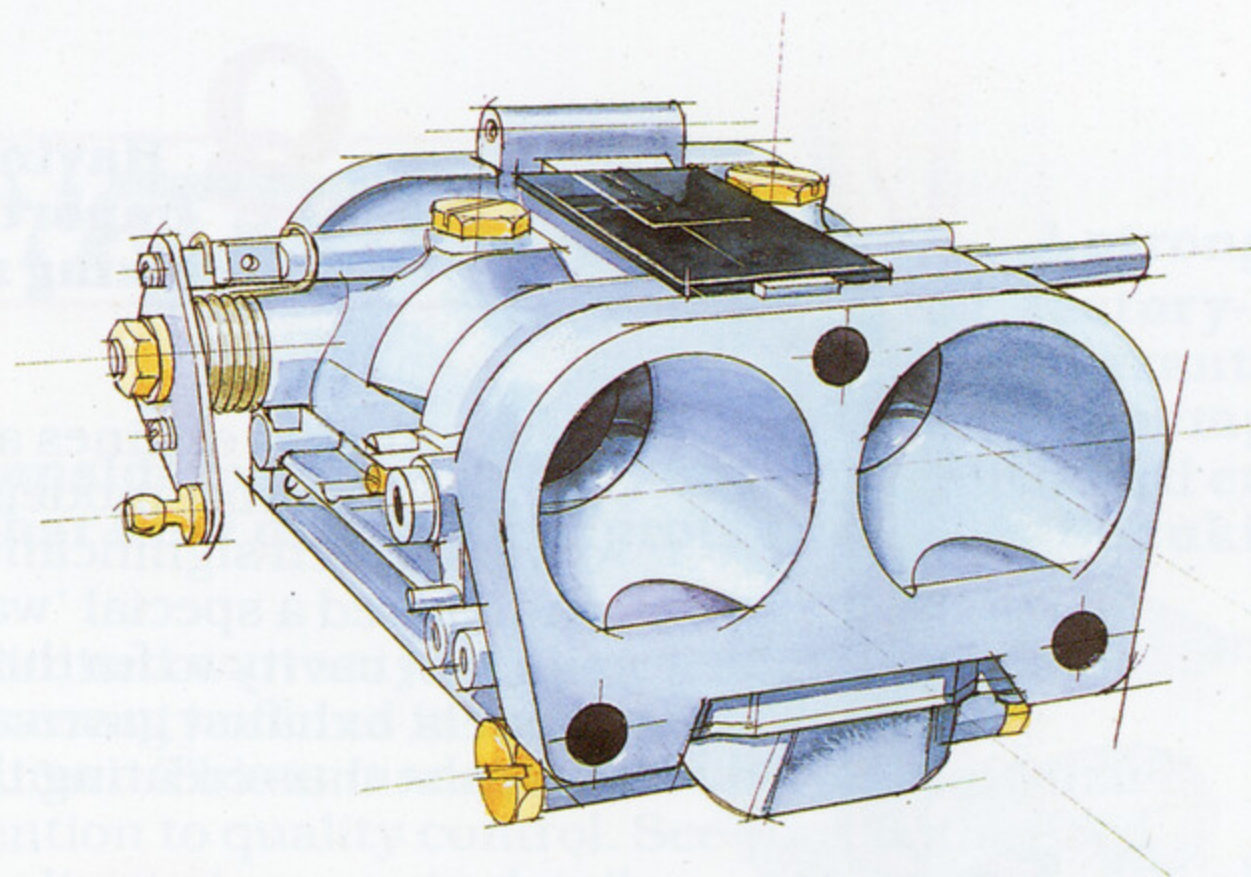
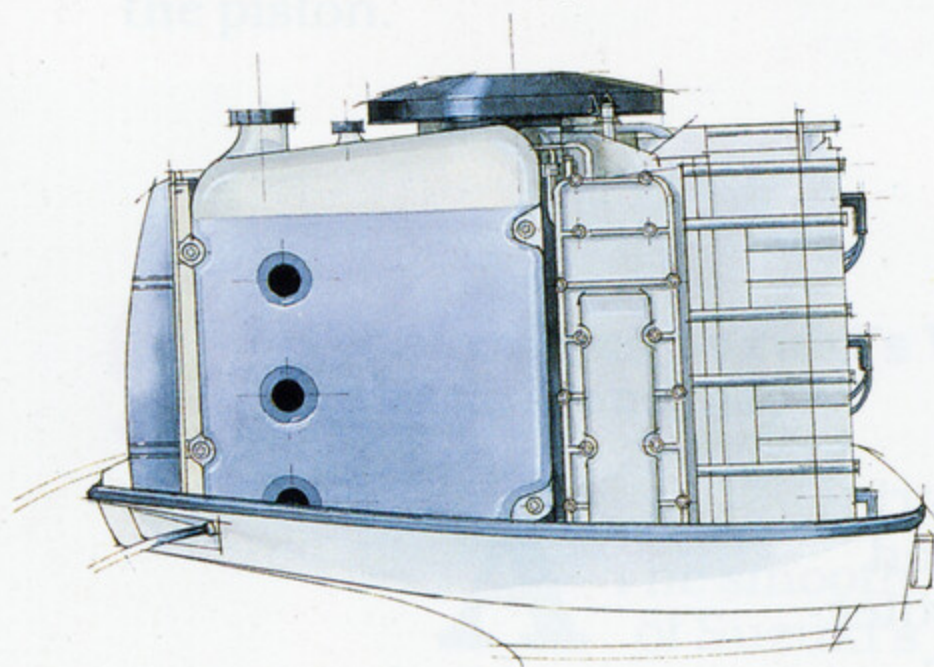
reasons. First, it's much stronger and will last longer, although it can still be nicked or bent if misused. Secondly, because it is stronger material, stainless steel allows a propeller to be shaped into more accurate and efficient blade configurations thus delivering greater thrust and propulsion at all RPMs.

Q I understand that the Suzuki V-6s have independent cylinder block banks which can be removed. What's the benefit?

A This is a feature which is best appreciated when it comes time to service or repair your V-6. Other V-6 brands require the total replacement of a powerhead unit if a serious mechanical problem should develop. And this can be very

costly. Suzuki, however, has engineered independent cylinder block banks which significantly improve the serviceability of an engine

and reduces the potential cost of repair and replacement.



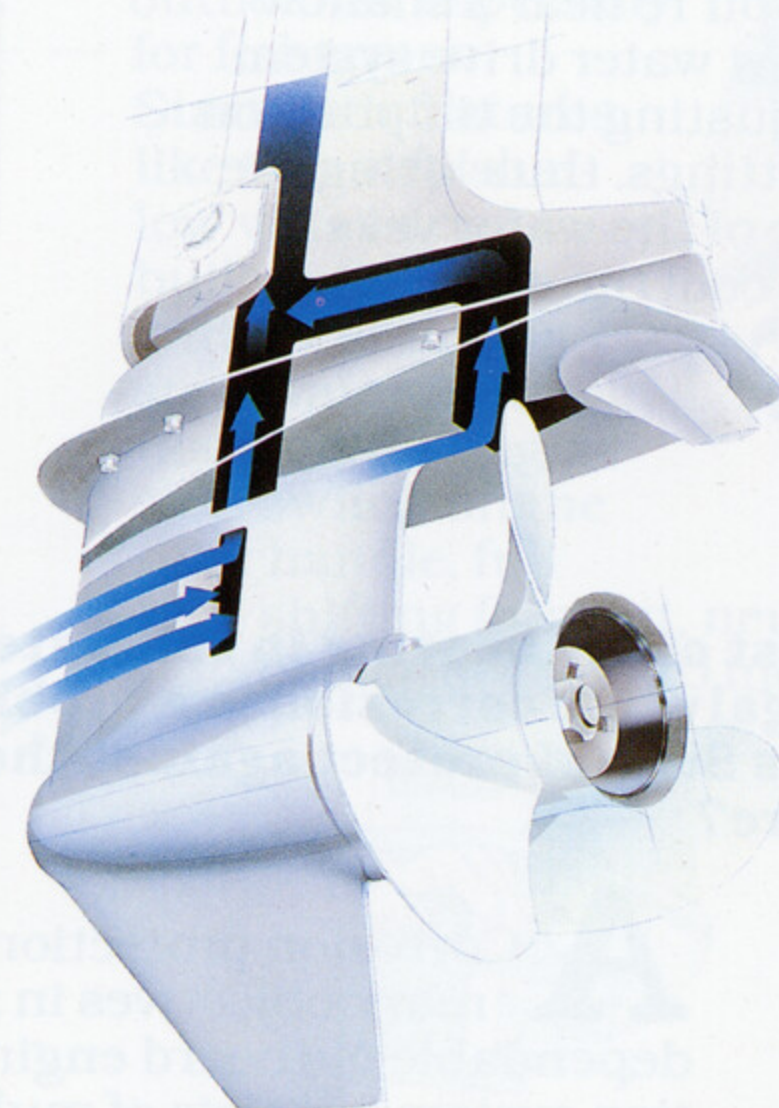
Q I enjoy water skiing and extended cruising but I don't like to spend a lot on gas. How will Suzuki help keep my fuel costs as low as possible?

A All Suzuki outboard motors are equipped with Mikuni carburetors, recognized worldwide for their exceptional efficiency and dependability in delivering the correct air/fuel mixture to a two cycle engine. Suzuki has carefully calibrated each carburetor to precisely match the performance characteristics of that particular engine model. All aspects of performance have been taken into consideration in order to achieve the optimum in fuel efficient operation.

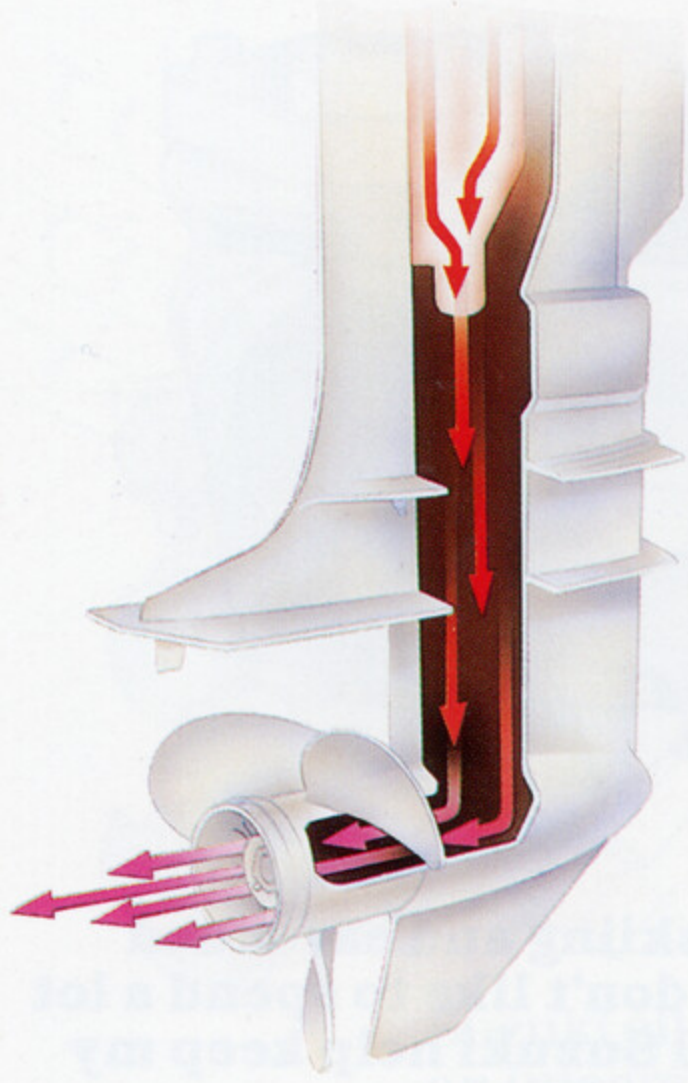
Q How does Suzuki go about minimizing the chance of my engine overheating?

A All Suzuki engines from 20 HP up have dual water intakes engineered into the lower unit design. The water pick-ups are located on either side of the gearcase housing and directly under the aft portion of the cavitation plate.

The system is designed so that if one inlet should become plugged, the remaining intake will still flow ample water to help insure adequate engine cooling.



THE MORE YOU KNOW...

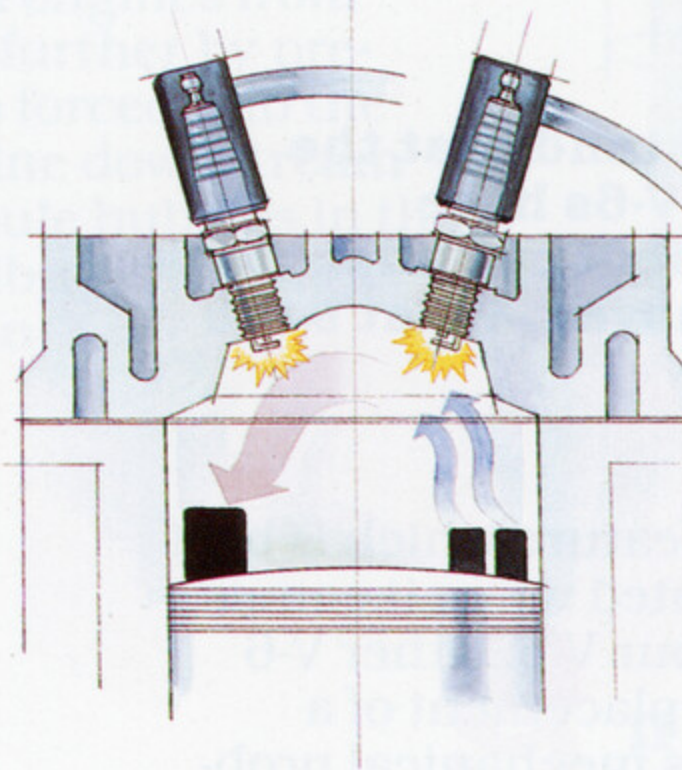


Q Having a quiet running motor is very important to me. How does Suzuki go about minimizing noise?

A Suzuki engines are among the quietest running in the industry. Most models are equipped with foam insulated motor covers which significantly reduce noise levels. Secondly, Suzuki has engineered a special 'water blanket' design which surrounds the exhaust cavity to further silence the engine. And on most Suzuki models, exhaust gases are released under the water with thru-prop exhaust thus creating the least noise possible.

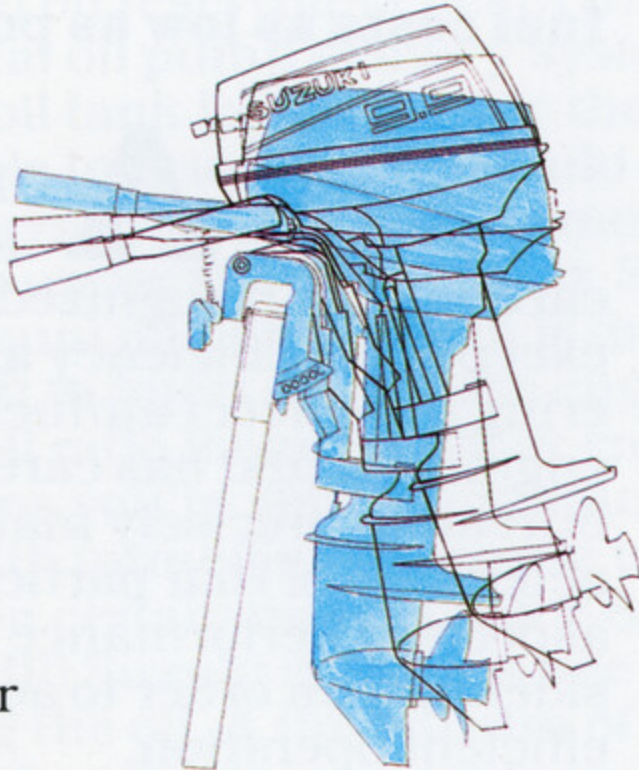
Q What kind of performance advantage do you get with dual spark plug cylinder heads?

A Suzuki is the only outboard manufacturer to equip production models with dual spark plug cylinder heads. A standard feature on both the new 200 HP Exante and the popular 150 Super-Six, dual spark plug cylinder heads give you a faster, cleaner, more complete combustion burn on each power stroke. This means better overall performance, a more efficient use of fuel, and less chance of low-speed load-up.



8 **Q** I like to fish. How will Suzuki's shallow-water drive system help me?

A Suzuki's shallow water drive system is standard equipment on models from 4 to 40 HP. Its primary benefit for fishing is it allows you to remain under power when water conditions are shallower than recommended for normal operation. When you're near a shallow water stretch, Suzuki's shallow water drive system gives you the versatility of adjusting the tilt position of the engine to two higher settings, thus lifting the propeller closer to the surface of the water yet still picking up adequate water to cool the engine.



Q I do most of my boating in saltwater where galvanic corrosion is a problem. How does Suzuki protect against these forces of nature?

A Corrosion protection is one of Suzuki's primary objectives in making a durable and dependable outboard engine. Our corrosion protection system consists of multiple sacrificial zinc anodes which are attached to the engine, inside and out. But this isn't enough. To help insure that all parts of the engine are protected as a unit, special bonding straps have been added which connect vital areas where corrosion might be most likely to attack.

THE BETTER WE LOOK

24 Month Limited Warranty

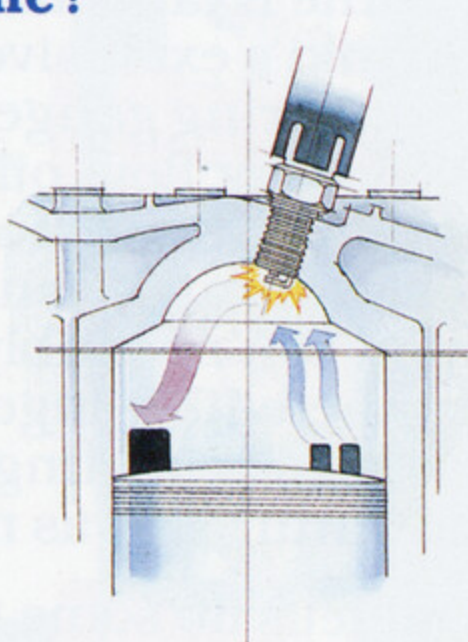
Q A strong factory-backed warranty is an important

consideration when buying a new outboard engine. What kind of warranty protection does Suzuki offer?

A Suzuki provides a 24-month limited warranty on all new engines. This is the longest factory limited warranty offered in the outboard industry at no additional charge to the consumer. This is made possible because of Suzuki's advanced engineering and attention to quality control. See your authorized Suzuki dealer for limited warranty details.

Q What are the advantages of having a loop-charged outboard engine?

A 'Loop-charging' is considered the most technologically advanced and efficient configuration for two-cycle internal combustion and Suzuki is the only outboard manufacturer to offer it on every model in its line. Benefitting from computer designed intake passages, the incoming charge of atomized fuel and air swirls in a precise path inside the combustion chamber, surrounding the spark plug electrode at the exact millisecond for optimum combustion. This means more performance and better fuel economy with each stroke of the piston.



Q What makes Suzuki's V-6s shift so smoothly?

A The smooth, positive shifting of Suzuki's V-6 engines is due to its special desmodromic system which has spring-tension assist and strong, quiet meshing spiral bevel gears.

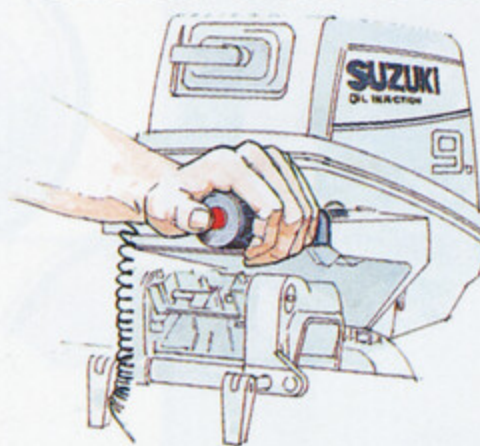
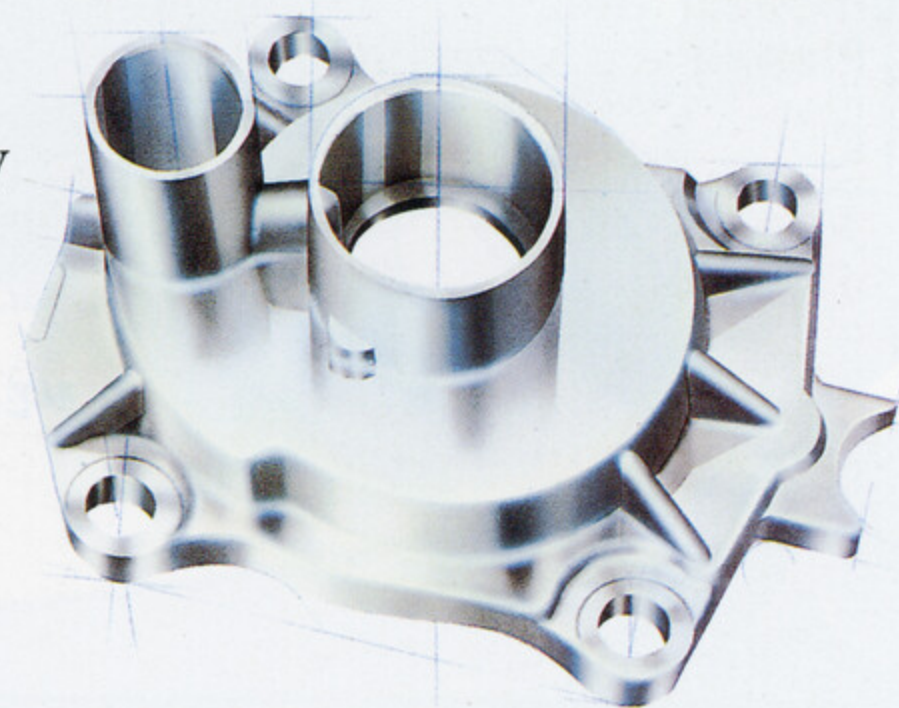
Q I'm looking for a good, dependable small horsepower fishing motor. What kind of special features does Suzuki offer?

A Suzuki designs 'user friendly' outboards, especially for fishermen. Start with features like two-step shallow water drive, built-in fish line cutters, stainless steel water pump housing, an engine stop-switch on the tiller handle, full

shifting forward, neutral and reverse gears, a choice of 15 or 20 inch shaft length models,

lightweight designs with convenient carry handles, thru-prop exhaust, efficient loop-charged

induction, and your choice of manual or electric start on most models. Also new for '88 is Suzuki oil injection on the 8, 9.9, and 9.9 Sail.



200

The new Exanté is exactly the kind of outboard engine you'd expect from Suzuki . . . bold, innovative and technologically years ahead of the competition.

You won't have to say a word because the Exanté will say it for you. Engineered into Suzuki's precision 'Comlink' is a brand new feature, the first-ever voice-communicated engine monitoring system for an outboard motor.

Pre-programmed audio messages will tell you vital information about your engines' well-being, alerting you to problems before they become serious.

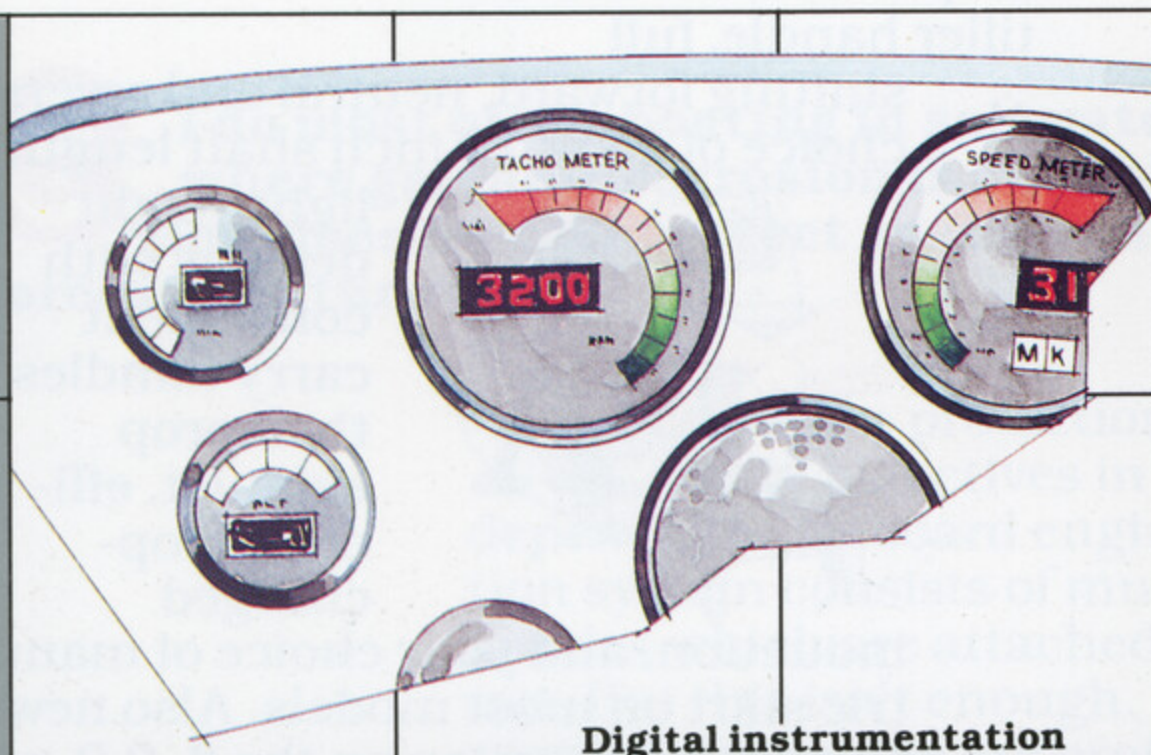
No, the Exanté hasn't abandoned Suzuki's exclusive compact engine monitoring gauge which checks oil and water flow, oil level and over-rev conditions; now you have both an audio and visual look-out system. You're doubly protected. What an incredibly ingenious method to keep your boating the pleasurable adventure it was meant to be.

But let's do some talking on our own. The Exanté comes in a striking new color scheme, bathed in shining gold highlighted with burgundy, silver and black accents. A Twenty-First century trendsetter in every detail.

Beneath the hood, the Exanté packs plenty of punch. It's a

**Featuring
Suzuki's
exclusive
'Comlink'
System . . .
the first-ever
voice-
communicated
engine
monitoring
system for an
outboard
motor.**

24 Month Limited Warranty



Digital instrumentation



Stainless steel propellers

Exanté

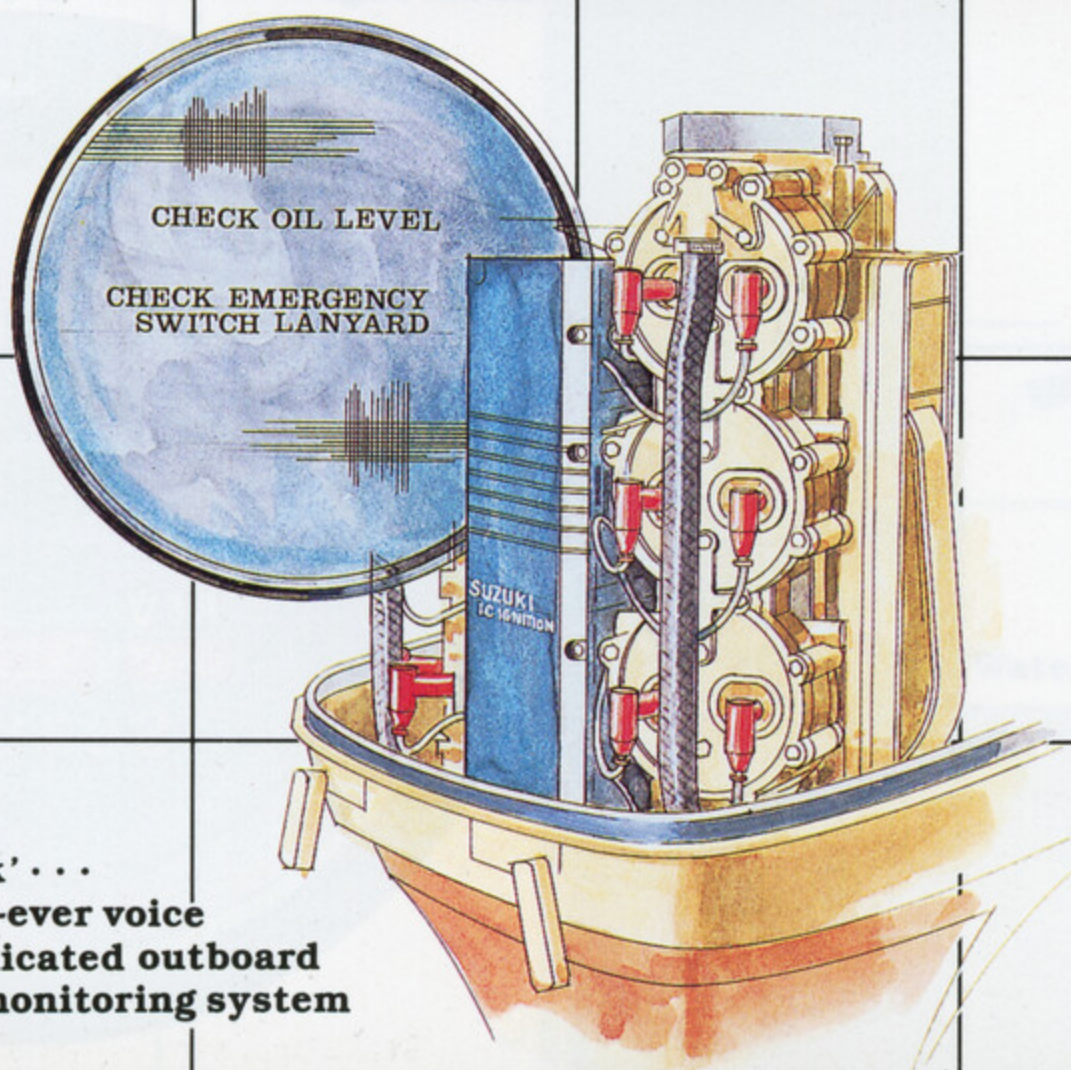
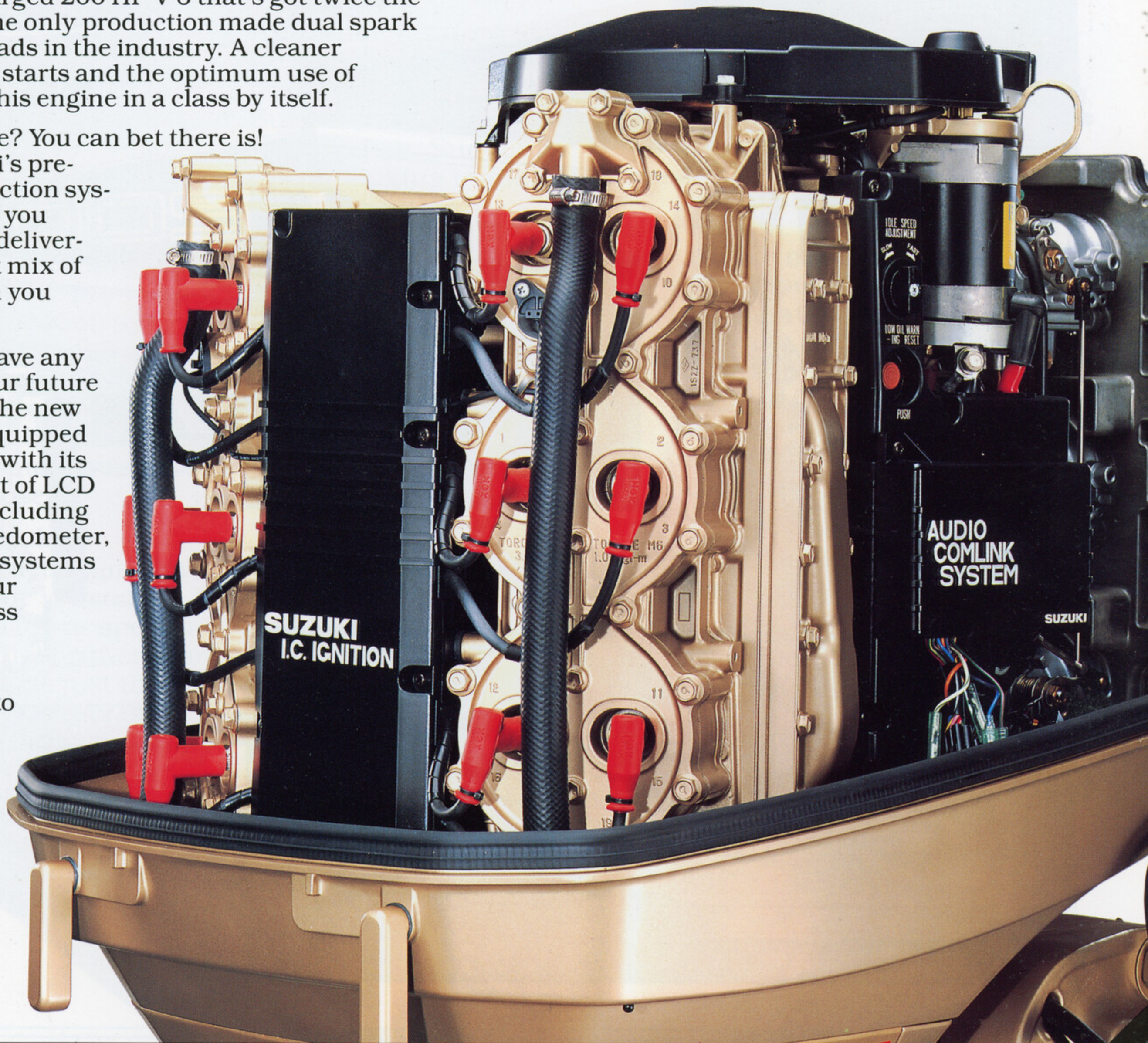
...the Future of Things to Come

healthy loop-charged 200 HP V-6 that's got twice the firepower with the only production made dual spark plug cylinder heads in the industry. A cleaner burn for quicker starts and the optimum use of fuel really puts this engine in a class by itself.

Is there still more? You can bet there is! Count on Suzuki's pre-atomized oil injection system to help keep you running longer, delivering just the right mix of oil and gas when you need it most.

And if you still have any doubts about your future . . . check this. The new Exanté comes equipped from the factory with its own complement of LCD digital gauges including tachometer, speedometer, trim and engine systems monitor plus your choice of stainless steel propeller.

Exanté . . . the future of things to come and the future is now.



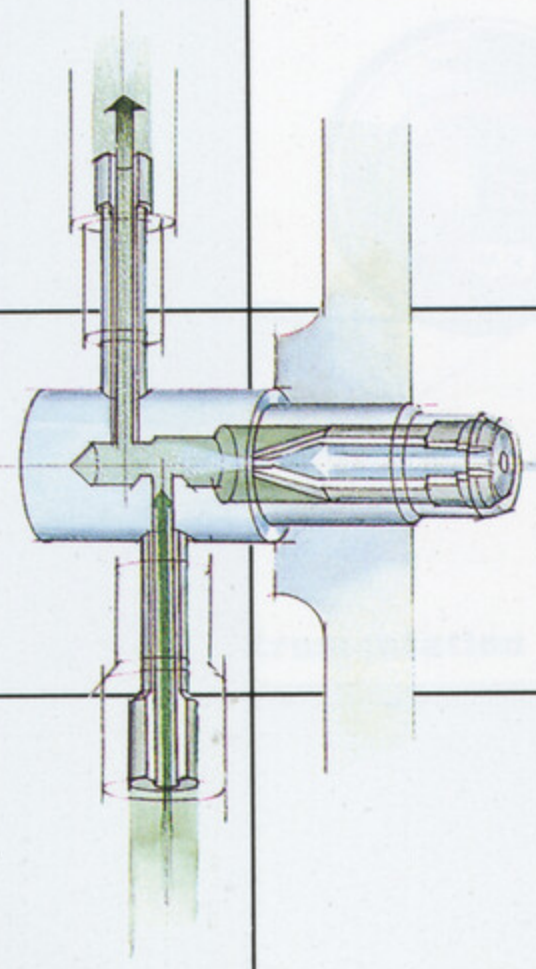
'Comlink' . . .
the first-ever voice
communicated outboard
engine monitoring system

200 HP EXANTE
200 • 175 • 150
150 SUPER SIX • 140 • 115
85 • 75 • 65 • 55
40 • 35 • 30
25 • 20 • 15 • 9.9 SAIL
9.9 • 8
FEATURES
6 • 4
2

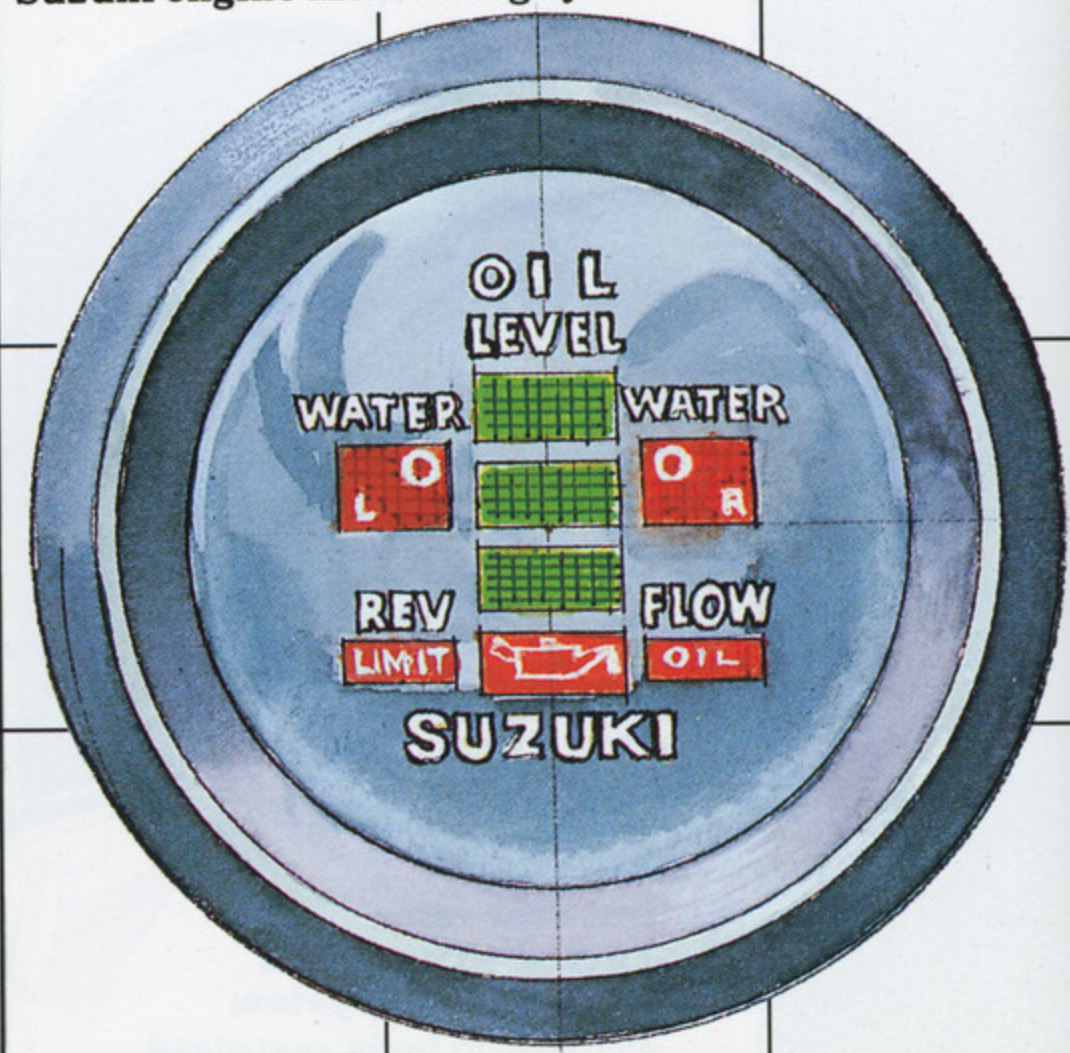


24 Month Limited Warranty

Pre-atomization valve



Suzuki engine monitoring system



200 • 175 • 150 V-6s

Triple your boating pleasure with this trio of potent V-6s from Suzuki. Rugged, dependable, powerful and engineered with technology that's years ahead of the competition.

Start with a slim 60° V-block design and loop-charging, the most fuel efficient combustion method for an outboard engine. Then add Suzuki's exclusive pre-atomized oil injection system that features a 9.5 quart integral oil reservoir which eliminates wasted interior space taken up by bulky remote tanks and yards of bothersome hoses.

Just touch Suzuki's exclusive magnetic ignition switch and your V-6 comes to life. Thanks to our special Suzuki Start fuel primer system which injects just the correct amount of fuel into the cylinders to get you motoring right away.

Once you're out in open water, let the fun begin. Suzuki V-6s are nothing but pure power. Our I.C. Ignition

system delivers spark at precisely the right millisecond, regardless of load or RPM.

And when it's time to throttle back, you'll appreciate the smooth quiet response of Suzuki's Desmodromic gear shift system. Suddenly, tough docking maneuvers become routine.



No one watches over the well-being of an outboard



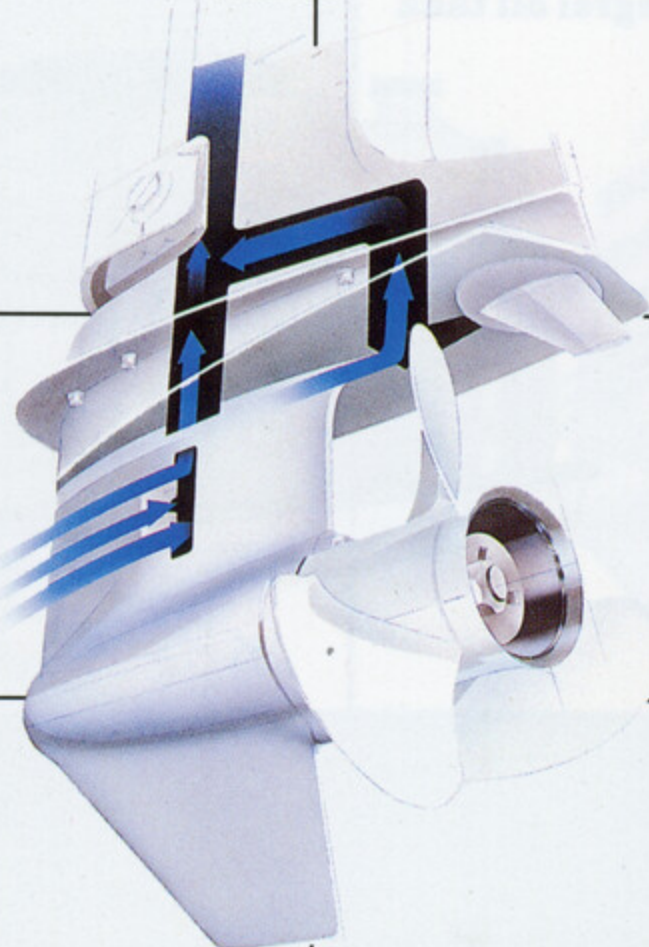
motor any better than Suzuki. Our exclusive engine monitoring system gives you exactly the kind of information about oil level, over-rev conditions and oil and water flow that keeps you confidently running longer, with fewer trips to the repair shop. And it's all there, in just one gauge.

150, 175, 200 . . . pick your power and let Suzuki do the rest.

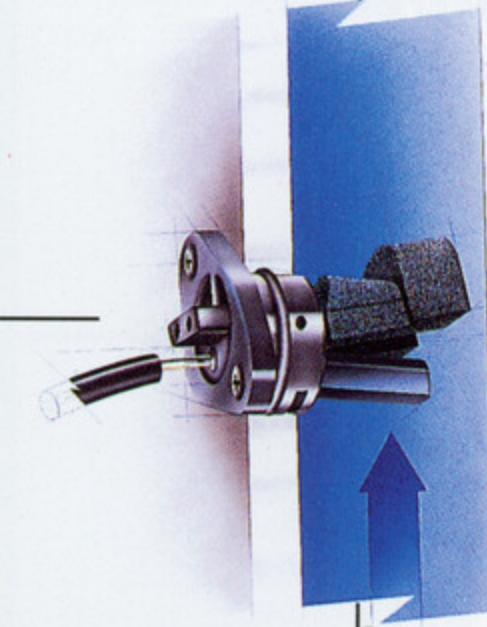
13



Dual water intakes



Water flow sensor



200 • 175 • 150
150 SUPER SIX • 140 • 115
85 • 75 • 65 • 55
40 • 35 • 30
25 • 20 • 15 • 9.9 SAIL
9.9 • 8
FEATURES
6 • 4

150 SUPER SIX

If you're intent on being 'top gun,' you'd better be packing the biggest, hottest and most potent 150 V-6 on the market . . . Suzuki's Super Six Shooter.

Check the numbers. 164.3 cubic inch displacement of loop-charged dynamite. Nothing even comes close in its class. Equipped with the only set of production-made dual spark plug cylinder heads, our Super Six delivers cleaner burn and more power every time it fires. That means quicker hole-shots, better throttle response and more reliability.

And in case you're still looking for that extra performance edge, don't forget our Super Six comes standard with functional cowling louvers for increased air intake; Hot-Rod maybe . . . but still dependable. That's why we give it a 24-month limited warranty, the same factory-backed protection that all our models have.

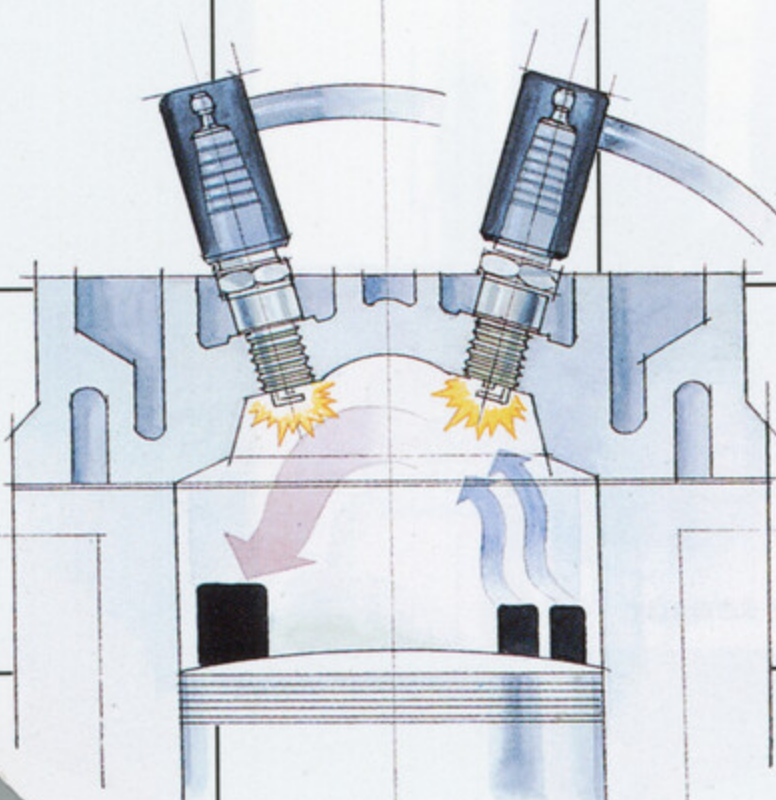


You guessed it . . . the Suzuki 150 Super Six. It's 'bass-lightning.'

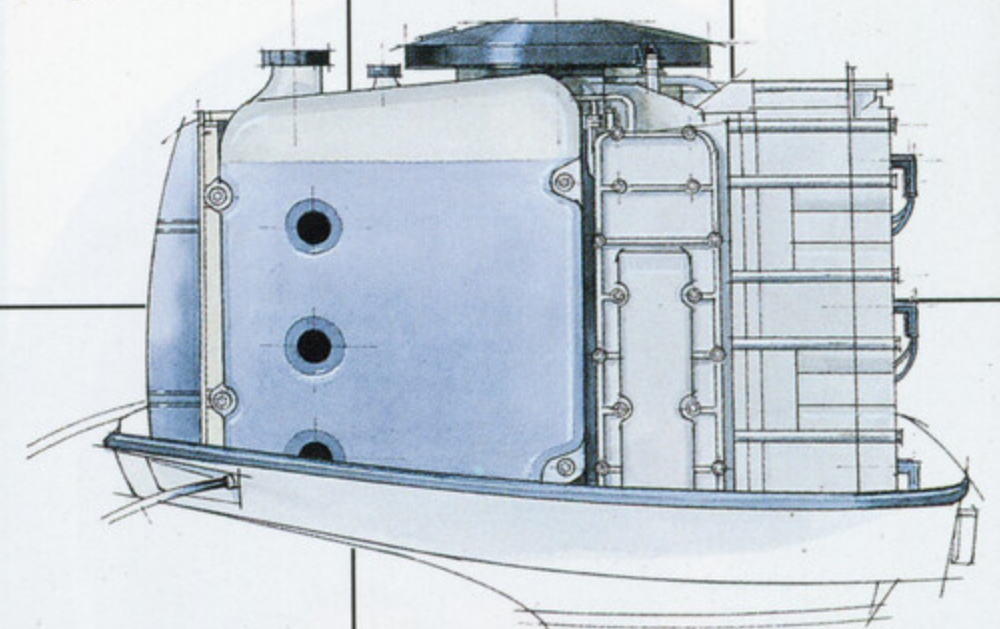


24 Month Limited Warranty

Dual spark plug cylinder heads



Integral oil tank



140 • 115

Extraordinary versatility is the best way to describe Suzuki's 115 and 140 . . . engines with a full range of power potential and feature-packed beyond compare.



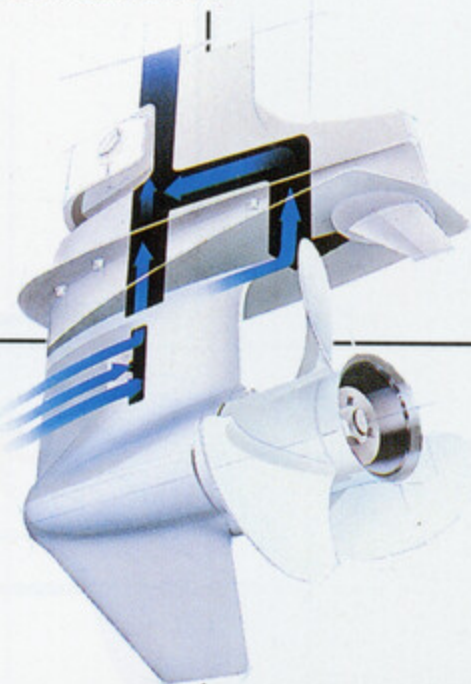
Take for example our dependable I.C. Ignition system. It gives you quicker, easier starts and automatically adjusts the timing to make the engine run its best at every speed. And there's also Suzuki's oil injection system that puts the oil tank under the cowling where it belongs, plus a positive delivery mechanical oil pump to help insure exact lubrication metering with no delays. A lean 150:1 fuel/oil mixture for idle operation and a well-oiled 50:1 at full throttle. And count on Suzuki's exclusive engine monitoring system to alert you if cooling, oil or over-rev problems should occur.

If quiet is music to your ears, you'll love the tune that the 115 and 140 play. Tuned internal exhaust passages shrouded with our special 'water-blanket' design, thru-prop exhaust, and foam insulated motor hoods combine to minimize noise levels. And to activate a console full of the latest in electronics, our high output regulated 200-watt alternator is more than capable of meeting those requirements.

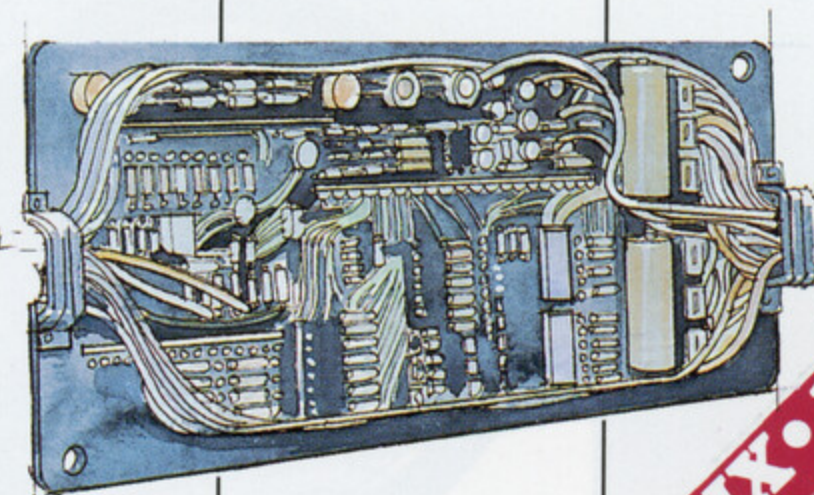


24 Month Limited Warranty

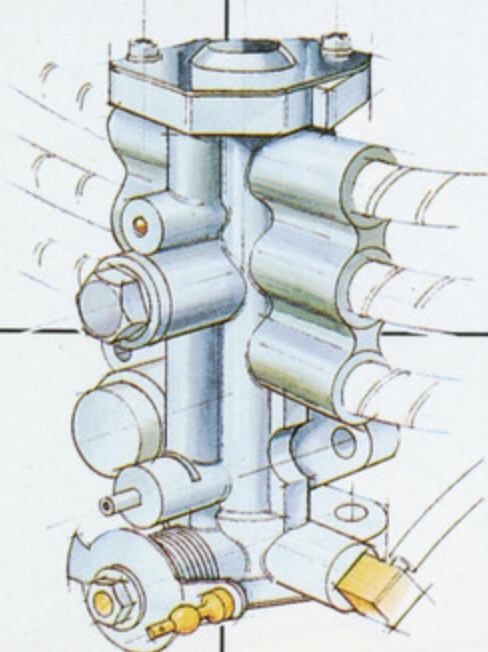
Dual water intakes



I.C. ignition



Mikuni oil pump



150 SUPER SIX • 140 • 115
85 • 75 • 65 • 55
40 • 35 • 30
25 • 20 • 15 • 9.9 SAIL
9.9 • 8
FEATURES
6 • 4
2

85·75

We've made our most popular models even better. The loop-charged three-cylinder 75 and 85 are now equipped with Suzuki's reliable I.C. Ignition, an external electronic idle adjustment control, and our exclusive engine monitoring system . . . three significant technological advancements that keep these exceptional mid-range performers out-performing the competition.

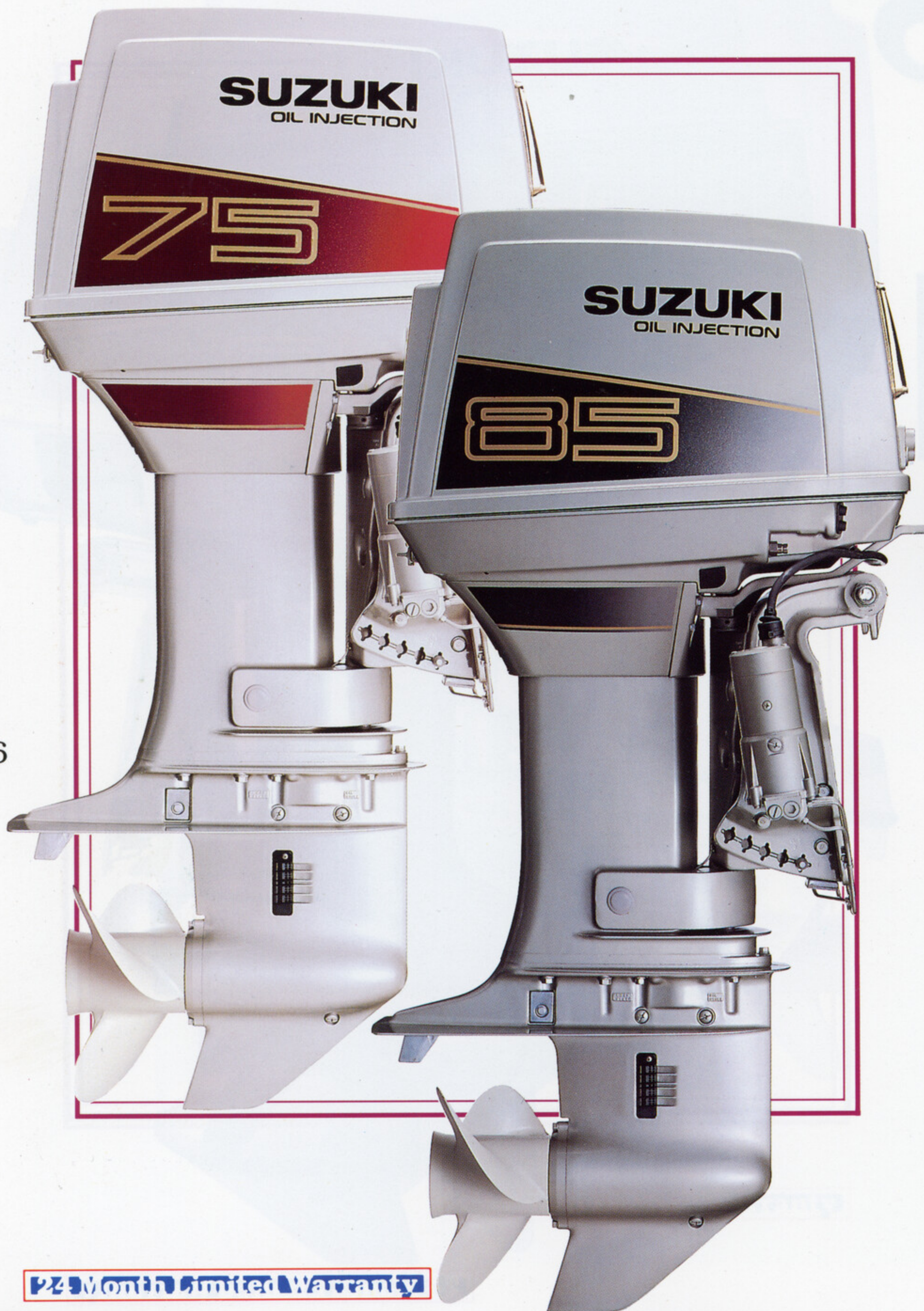


Compact in stature but built tough, the 75 and 85 run cleanly and start easy, lubricated by Suzuki's precise oil injection system that features variable ratio oiling and an integral oil tank that's neatly located under the hood, not in the bilge.

And when we say smooth and quiet, we mean it. Our shear mount system helps isolate engine vibration while thru-prop exhaust and our unique 'water-blanket' design reduce noise levels to a whisper.

For salty environments, our system of zinc anodes and special bonded grounding strap really help combat galvanic attack. And would power trim and tilt come in handy? You bet it would. That's why it's standard equipment, complete with an external switch on the lower splash pan cover for ease in preparing to trailer.

16

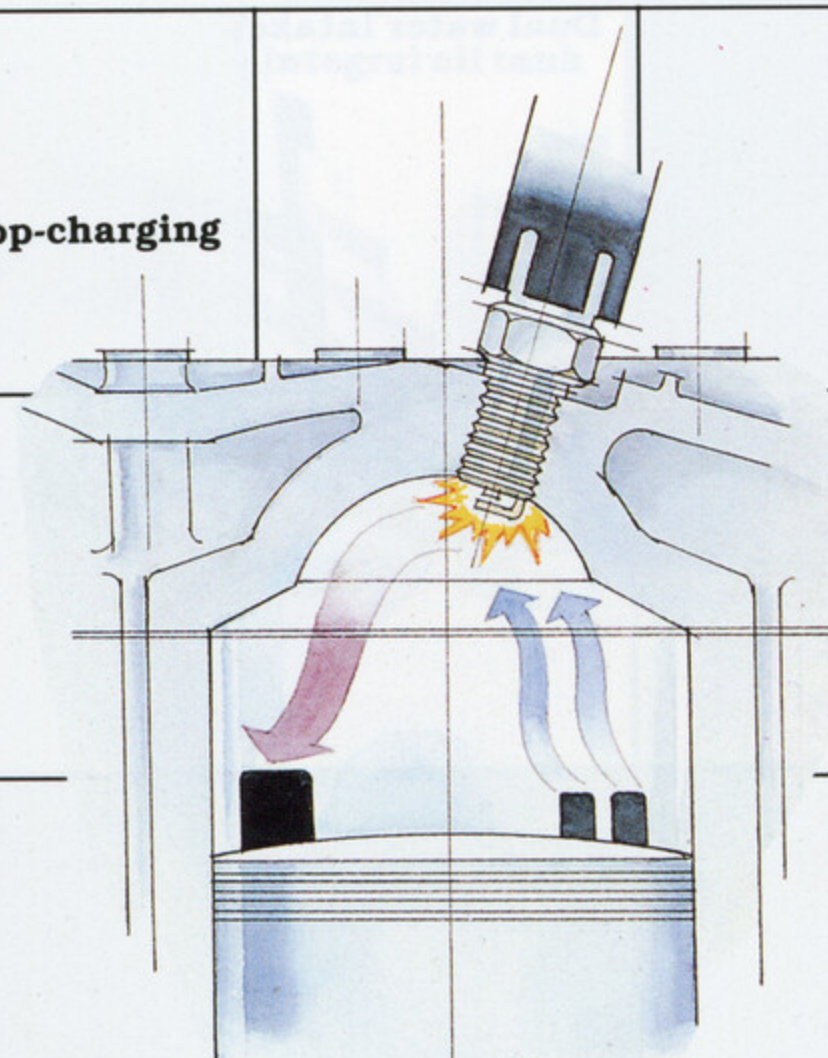


24 Month Limited Warranty



Suzuki engine monitoring system

Loop-charging



65 • 55

Who says bigger is automatically better? Obviously nobody ever told Suzuki's workhorse 55 and 65

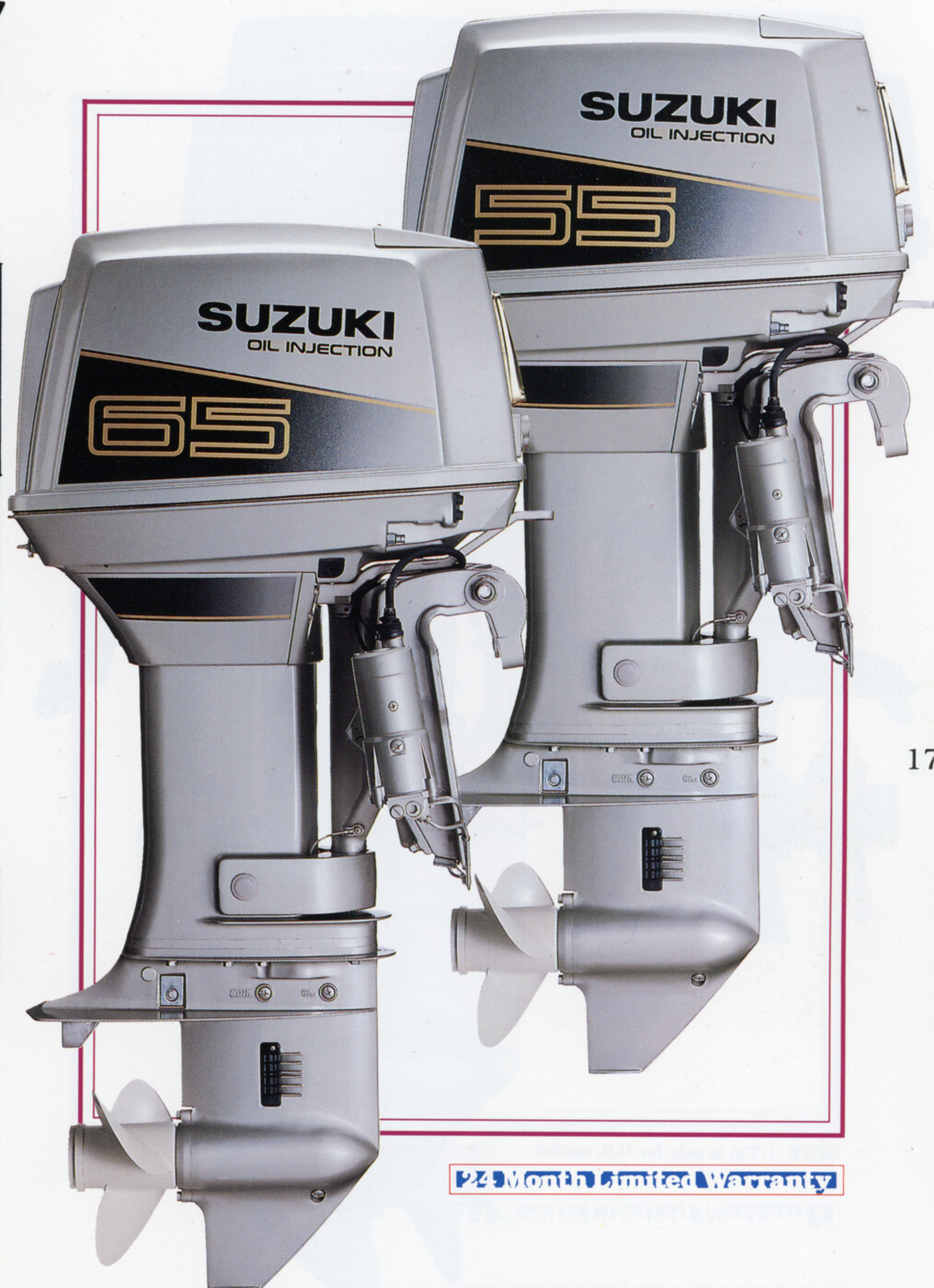


because they're loaded with features. Pre-atomized oil injection. I.C. Ignition, the only engines in this horsepower range with it. Integral electronic idle speed adjustment control. And Suzuki's exclusive engine monitoring system featuring oil and water flow caution lights and audio alert. There's also an over-rev limiter plus an oil level sensor that tells you when you're running low.

Like every Suzuki outboard, the 55 and 65 are loop-charged, and protected by a solid 24-month factory

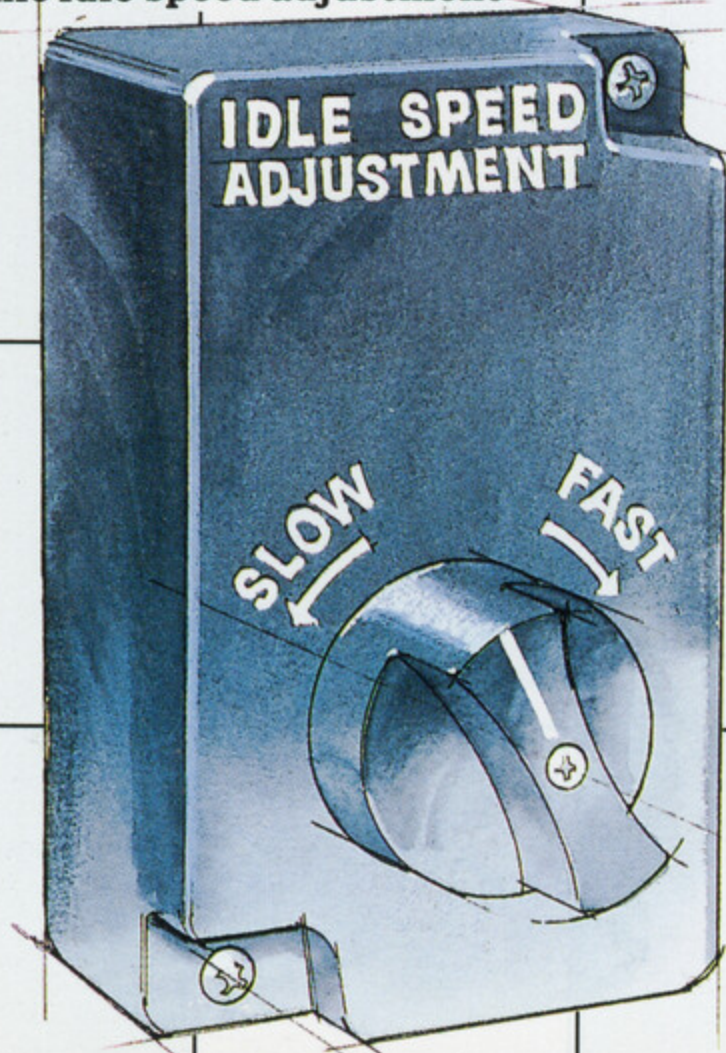


limited warranty. But you might just never need to use it because the 55 and 65 have proven to be such rugged, self-sufficient performers. Dual water intakes help insure a constant cooling flow to the engine. Strategically placed sacrificial zinc anodes offer excellent corrosion resistance. And for trolling, there's simply no equal. Calibrated Mikuni carburetors deliver slow speed idling capabilities second to none.

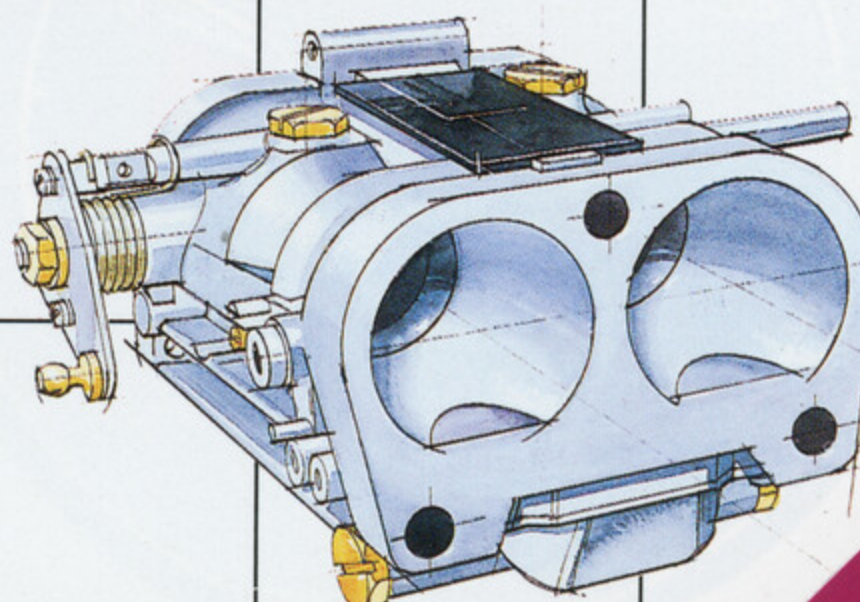


24 Month Limited Warranty

Electronic idle speed adjustment

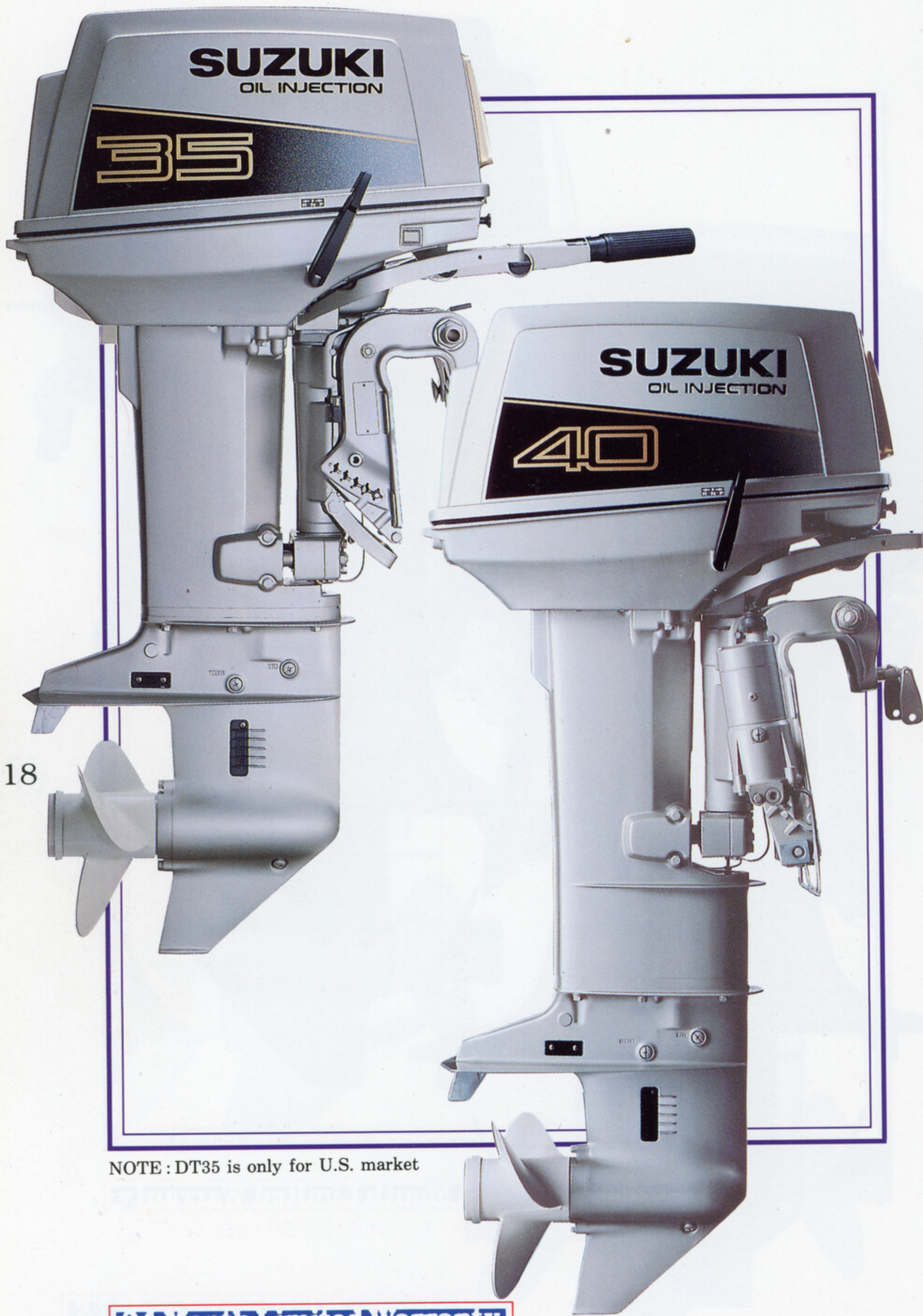


Mikuni carburetion



85 • 75 • 65 • 55
40 • 35 • 30
25 • 20 • 15 • 9.9 SAIL

9.9 • 8
FEATURES
6 • 4
2



NOTE: DT35 is only for U.S. market

24 Month Limited Warranty

40•35

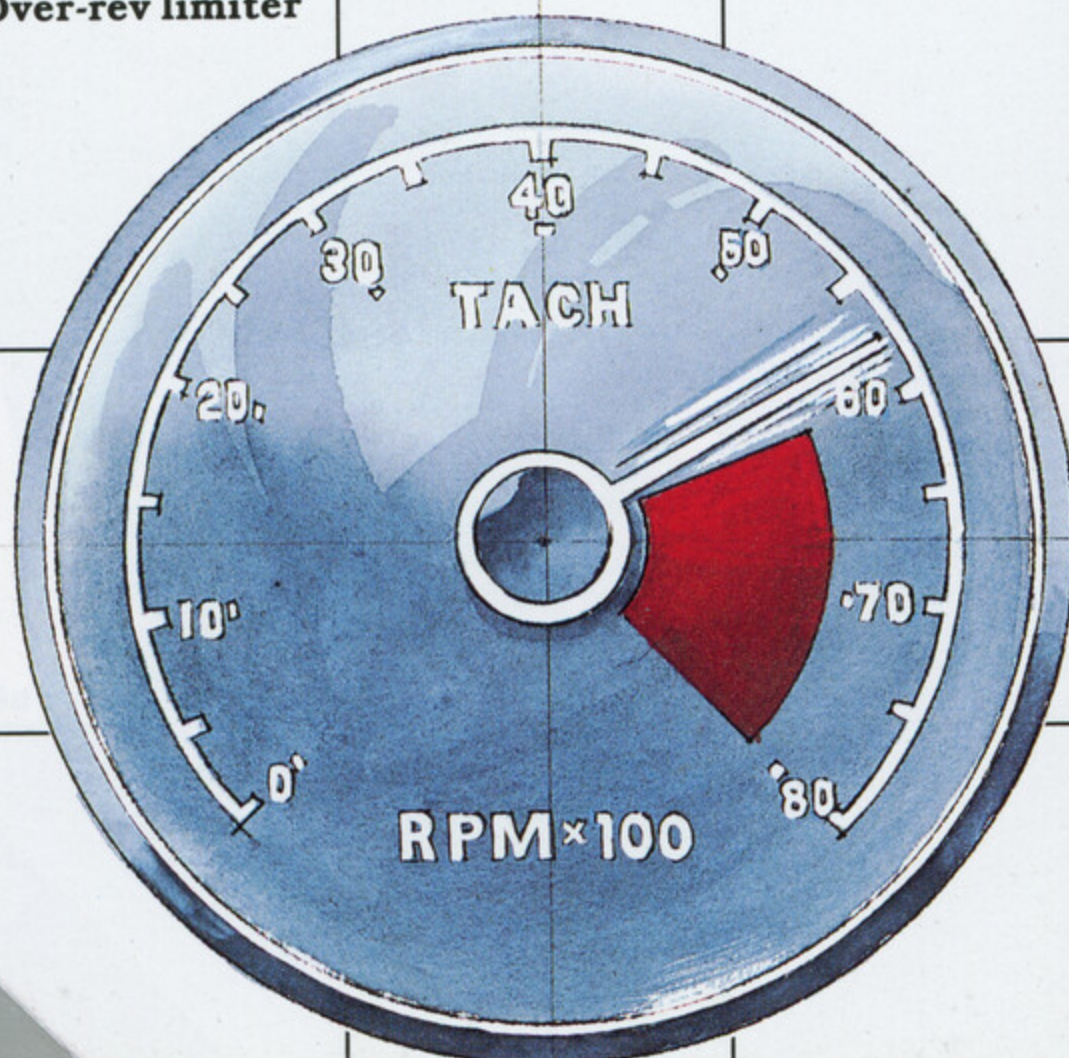
Proven performance, economy and dependability are three important reasons why Suzuki's 35 and 40 make so many lasting friends among boaters with varied interests. There's also Suzuki's pre-atomized oil injection which is standard. And so is power tilt on certain models. Then you make the choice between electric or manual start and remote control or tiller handle versions.



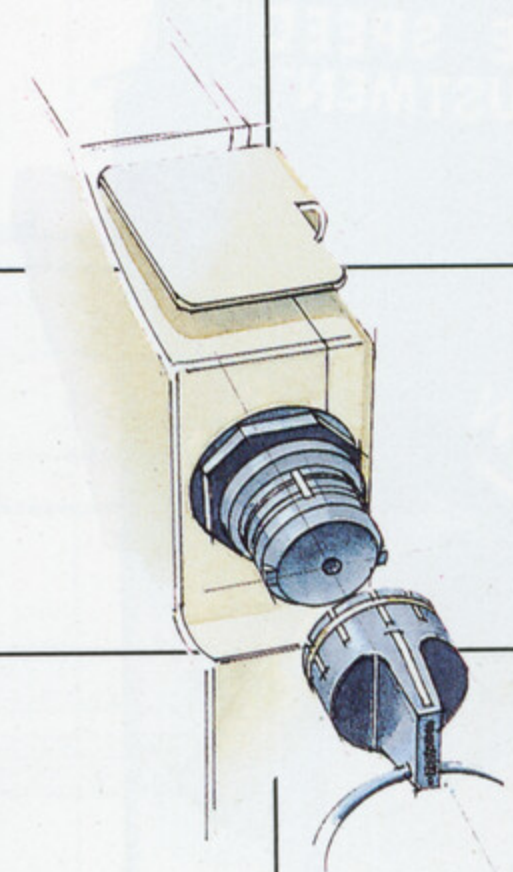
Both the 35 and 40 electric models come factory equipped with an oil level indicator and electric choke for easier starting. All 35 and 40 engines have an over-rev limiter control built-in plus Suzuki's hot firing Pointless Electronic Ignition system.

To maximize the reliability factor, the 35 and 40 enjoy the benefits of dual water intake cooling and a tough, corrosion resistant stainless steel water pump housing. And if you like to be seen but not heard, Suzuki accommodates you with foam-insulated motor hoods and quiet thru-prop exhaust.

Over-rev limiter



Magnetic ignition switch



30

New for '88

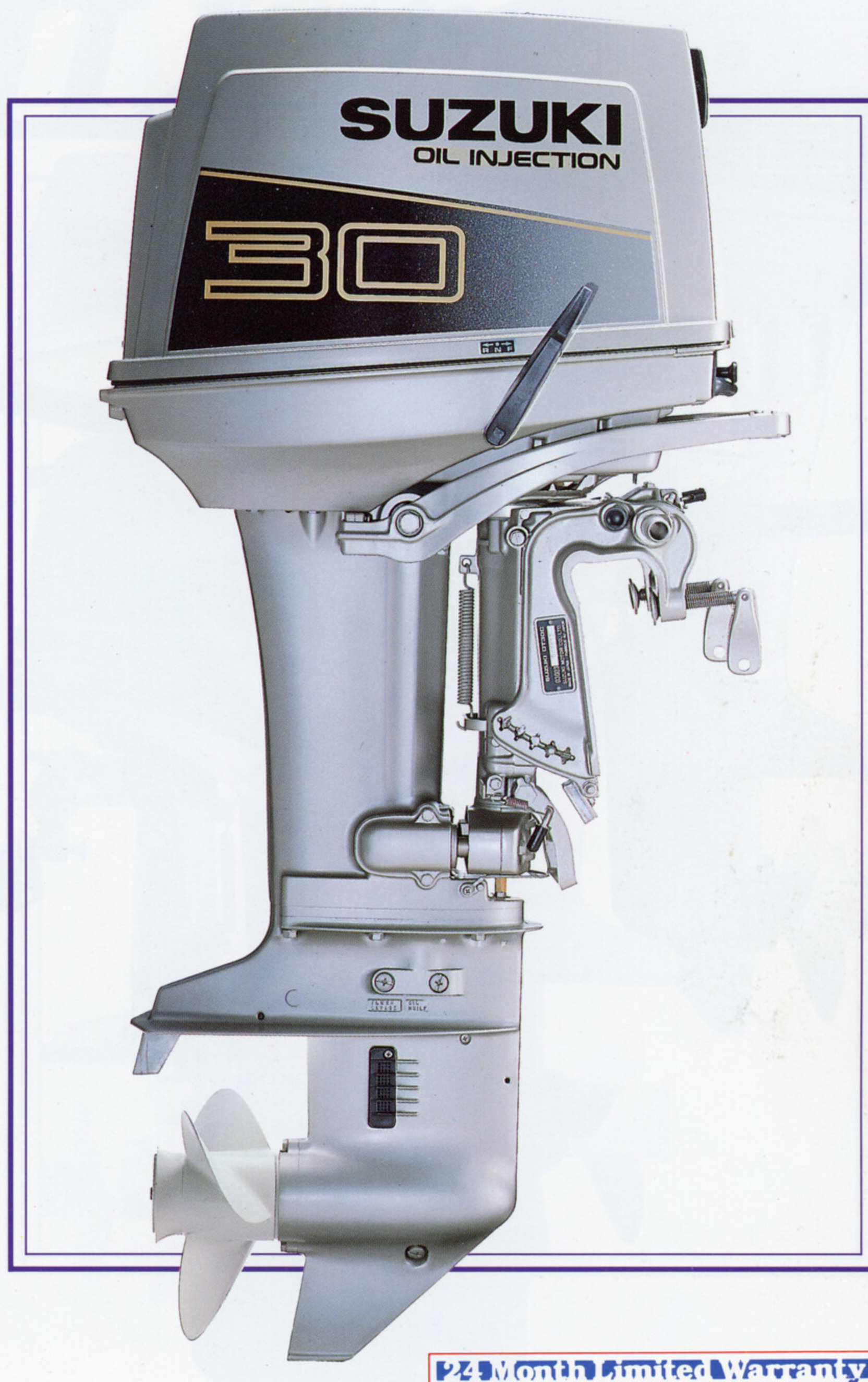
Incredible achievements in technology come in all sizes . . . meet the all new Suzuki 30, a three-cylinder, loop-charged marvel that obsoletes the competition from flywheel to propshaft.

Pre-atomized oil injection with an integral oil tank heads an impressive list of standard features. Protected by a 24-month limited factory warranty, there's also a built-in engine monitoring system consisting of a low oil level caution, an over-rev limiter and both water and oil flow sensors which keep constant surveillance over how your engine is performing and alerts you to potential problems. Pretty smart and pretty important when it comes to minimizing potential repairs and untimely breakdowns.



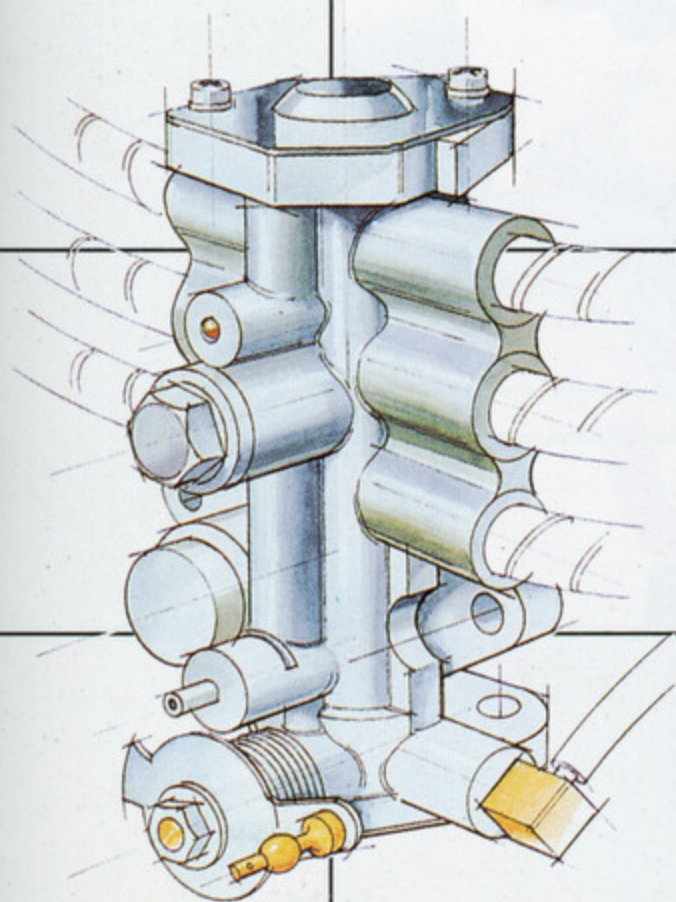
And how's this for handy. The new Suzuki 30 has an I.C. ignition system with an electronic idle speed adjustment control located on the outside of the hood. Just turn the switch to achieve the optimum setting.

Electric or manual start, 15 or 20 inch shaft models. The new Suzuki 30 stands alone at the head of its class.

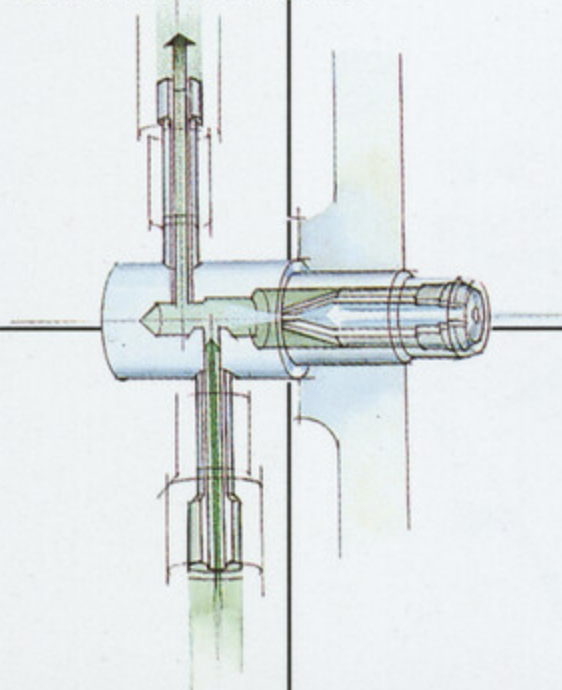


24 Month Limited Warranty

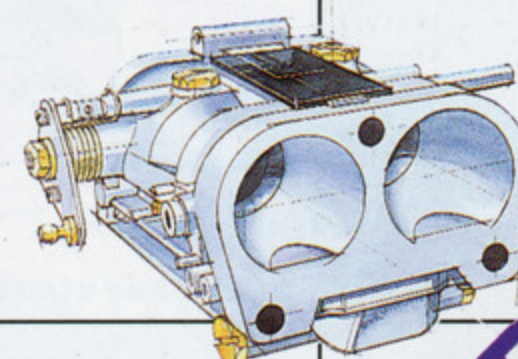
Mikuni oil pump



Pre-atomization valve



Mikuni carburetion



40•35•30
25•20•15•9.9 SAIL
9.9•8
FEATURES
6•4
2

25·20·15

Dependability and ease of operation are the keys to why Suzuki's 15, 20, and 25 loop-charged twins are so popular. These durable performers with features like stainless steel water pump housings, bonded zinc anodes, Pointless Electronic Ignition and a thermostatically controlled engine cooling system allows your motor to run smoother and last longer.



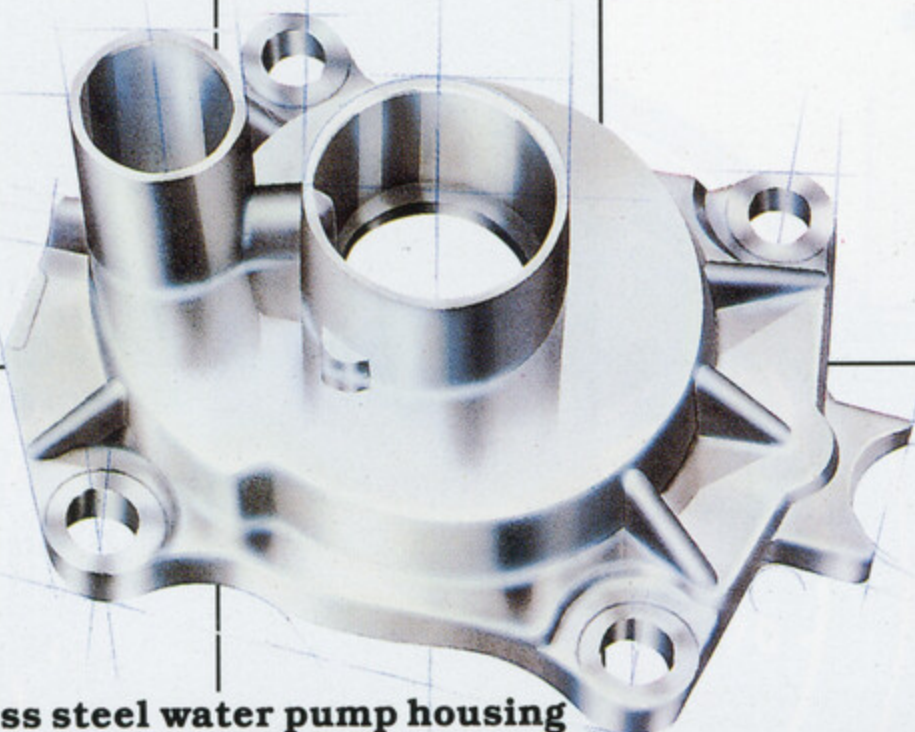
The 15, 20, and 25 each share Suzuki's shallow water drive system to take you places where you normally couldn't go. They also have a special dual output alternator that makes it possible to power electrical accessories like a spotlight without using a separate battery source.

Other important features include a conveniently located tiller mounted stop switch, 'start-in-gear' protection, tuned thru-prop exhaust, a shear mount system to help isolate engine vibration and Suzuki's exclusive dual water intake design on the 20 and 25.

And best of all, your choice of electric or manual start models with a factory-backed 24-month limited warranty.

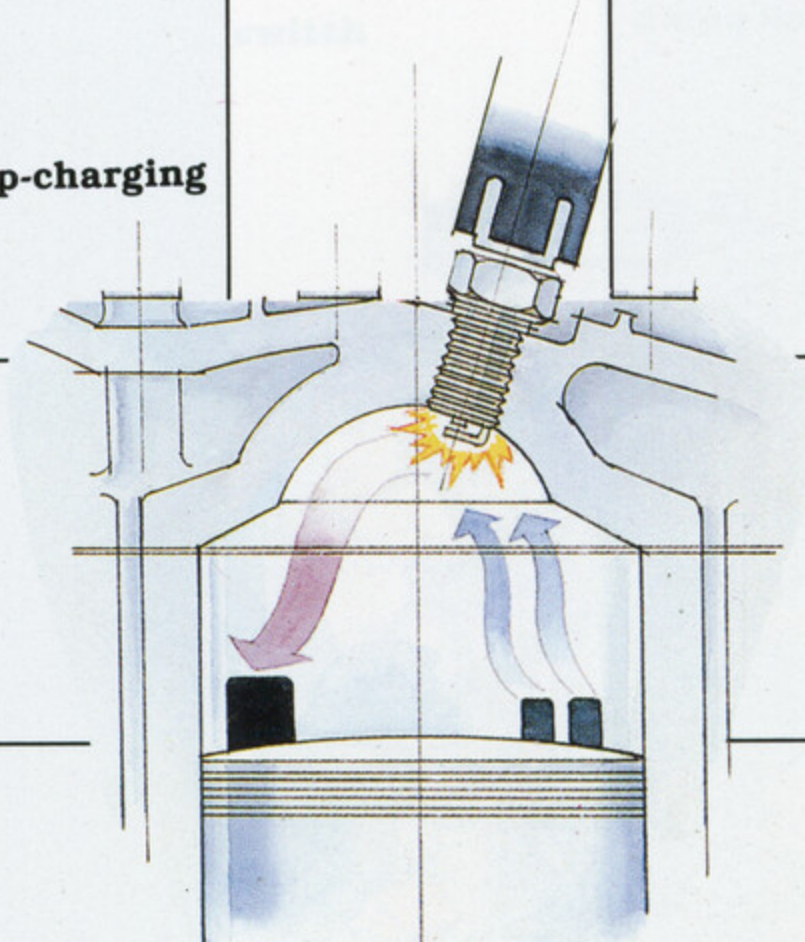
20

24 Month Limited Warranty



Stainless steel water pump housing

Loop-charging



9.9 SAIL *New for '88*

Introducing the new Suzuki 9.9 Sail . . . the outboard motor sailors have been waiting for. First, there's no more manual mixing of oil and fuel. The 9.9 Sail automatically does it for you with modern Suzuki oil injection featuring a positive feed Mikuni oil pump and its own under hood oil reservoir. There's no need for a space-wasting remote oil tank or hoses.

And talk about being able to move a load. The Suzuki 9.9 Sail was engineered to deliver extra high thrust with its standard 25-inch long shaft and ultra-efficient gearcase/propeller design. The powerhead is a compact but feisty loop-charged twin that doesn't mind being put to the test.



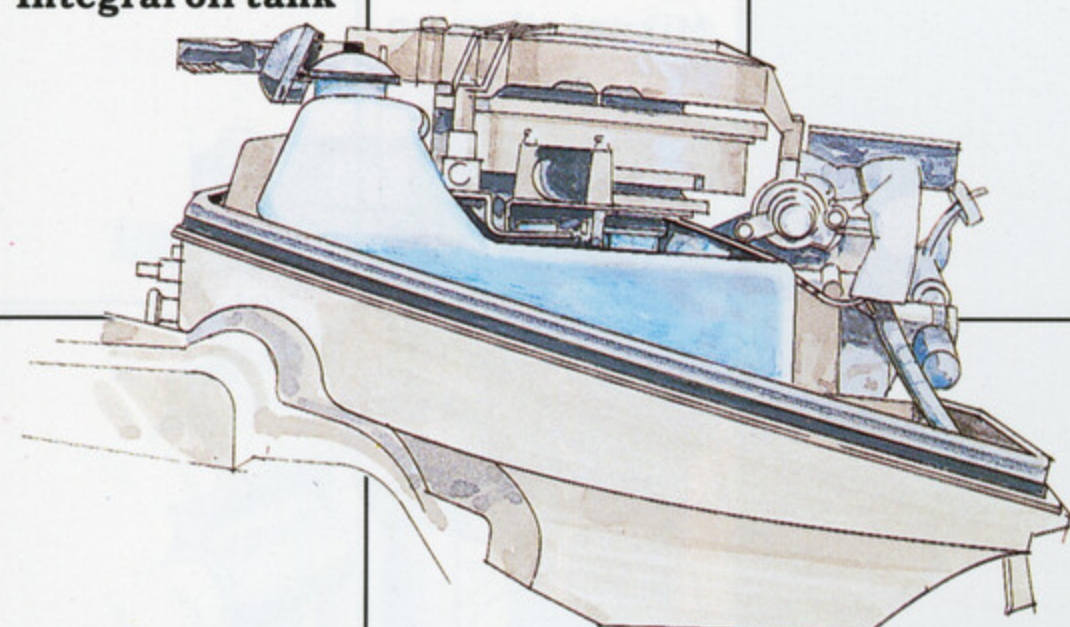
For your convenience, the new 9.9 Sail comes standard with a stop switch located on the tiller handle and an external idle speed adjustment control. There's also a low oil level caution system to let you know when to fill-up.

Sail away into the future with Suzuki's new 9.9 Sail . . . a technological triumph in auxiliary outboard motors.

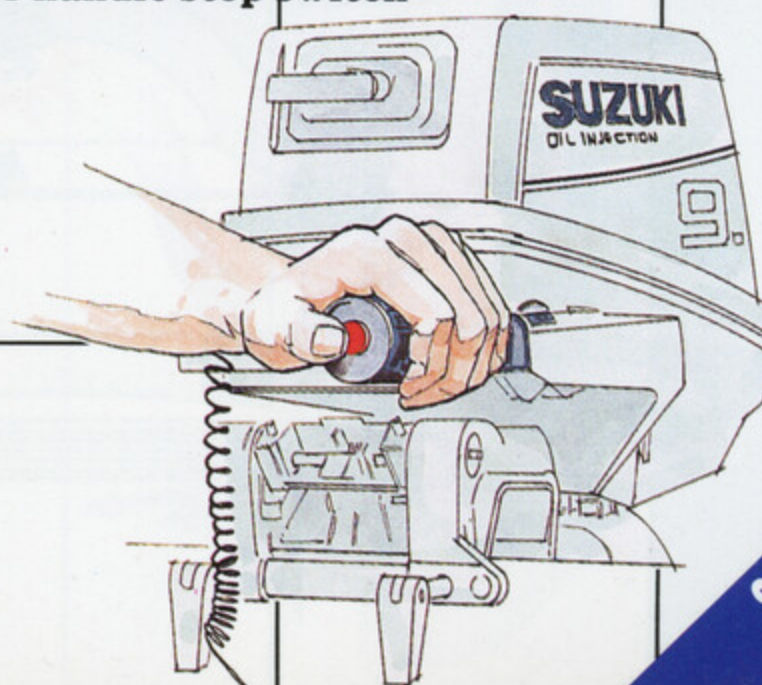


24 Month Limited Warranty

Integral oil tank

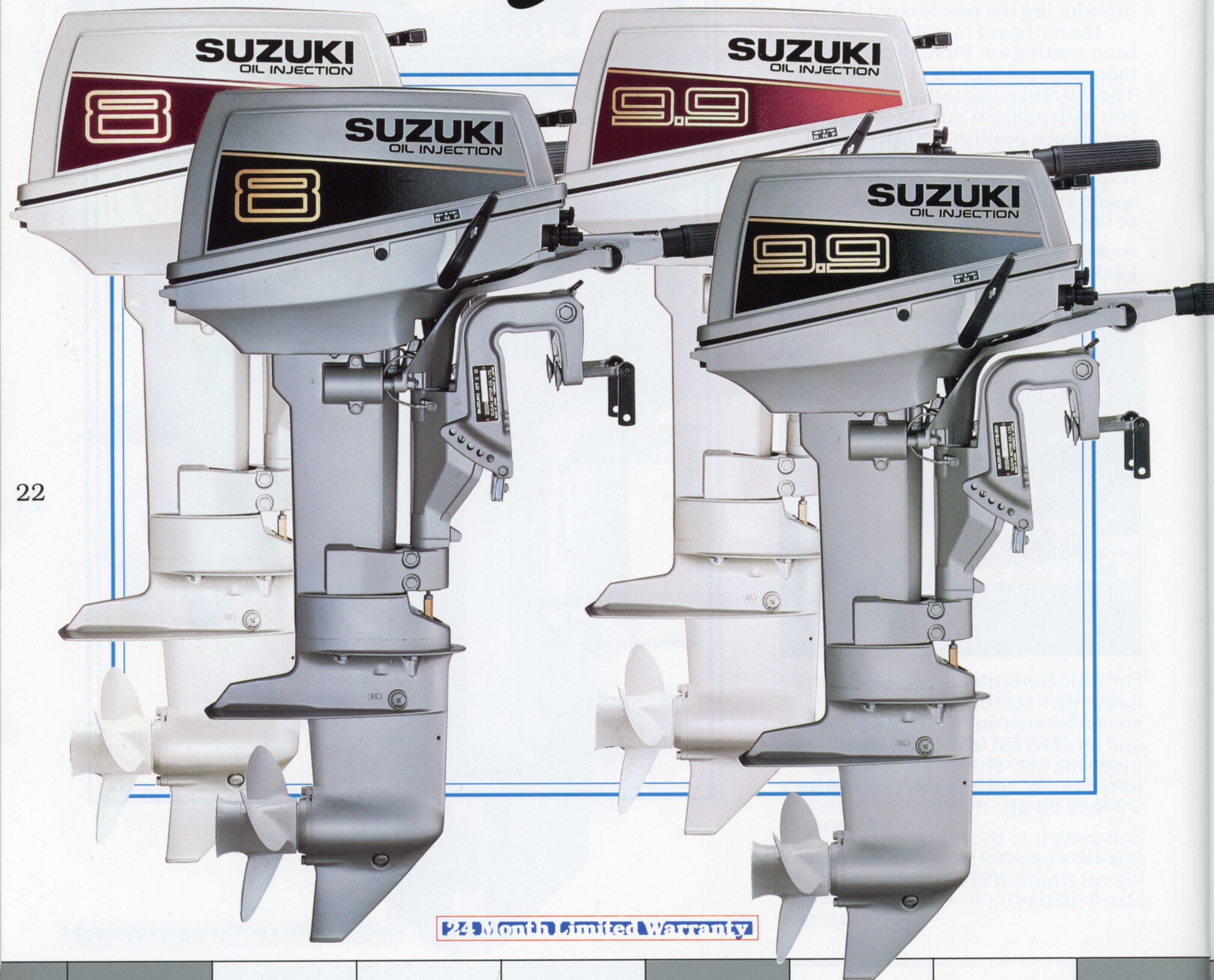


Tiller handle stop switch



25 • 20 • 15 • 9.9 SAIL
9.9 • 8
FEATURES
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2 • 2

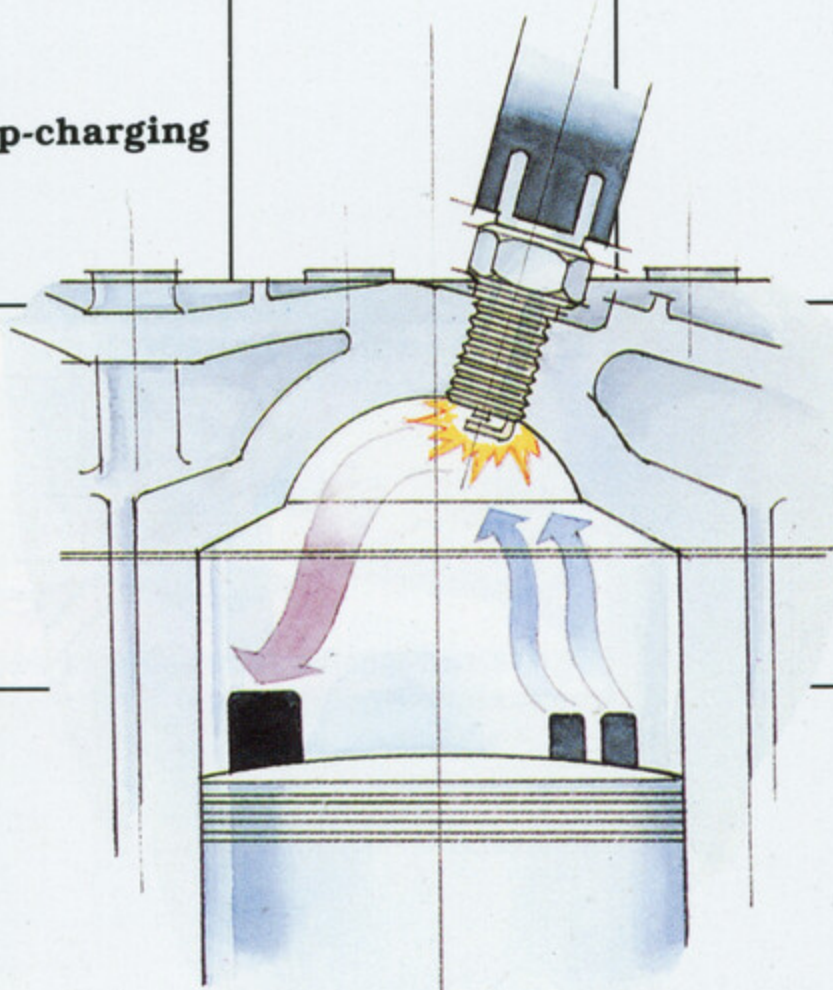
OIL INJECTION



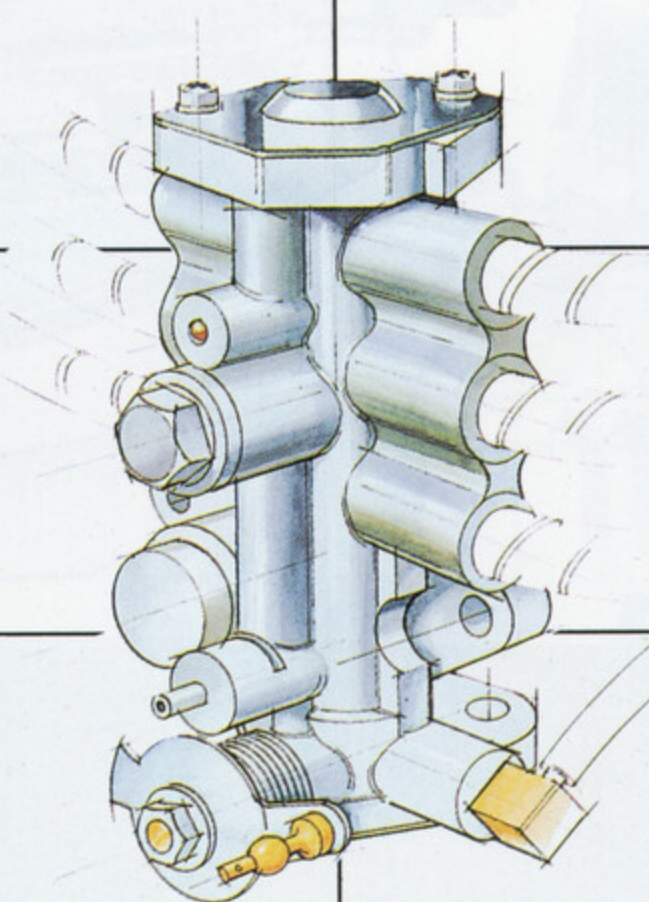
22

24 Month Limited Warranty

Loop-charging



Mikuni oil pump



9.9 • 8h.p.

New for '88

Leave it to Suzuki to establish a new standard of engineering excellence in the small out-board field. The Suzuki 8 and 9.9 herald the beginning of a technological revolution seldom before seen in the marine propulsion industry.

Start with Suzuki's oil injection system that's standard equipment. One that injects oil in precisely the correct lubrication ratio via a reliable Mikuni



oil pump. And think of all the convenience of having the oil reservoir fit under the engine cowling instead of taking up precious interior space with remote tanks and hoses. And in



case you run low, there's even an on-board oil level caution light to help you remember when it's time to re-fill.

But that's not all. Suzuki's 8 and 9.9 have an entirely new two cylinder loop-charged engine block that's tougher, lighter and more efficient than



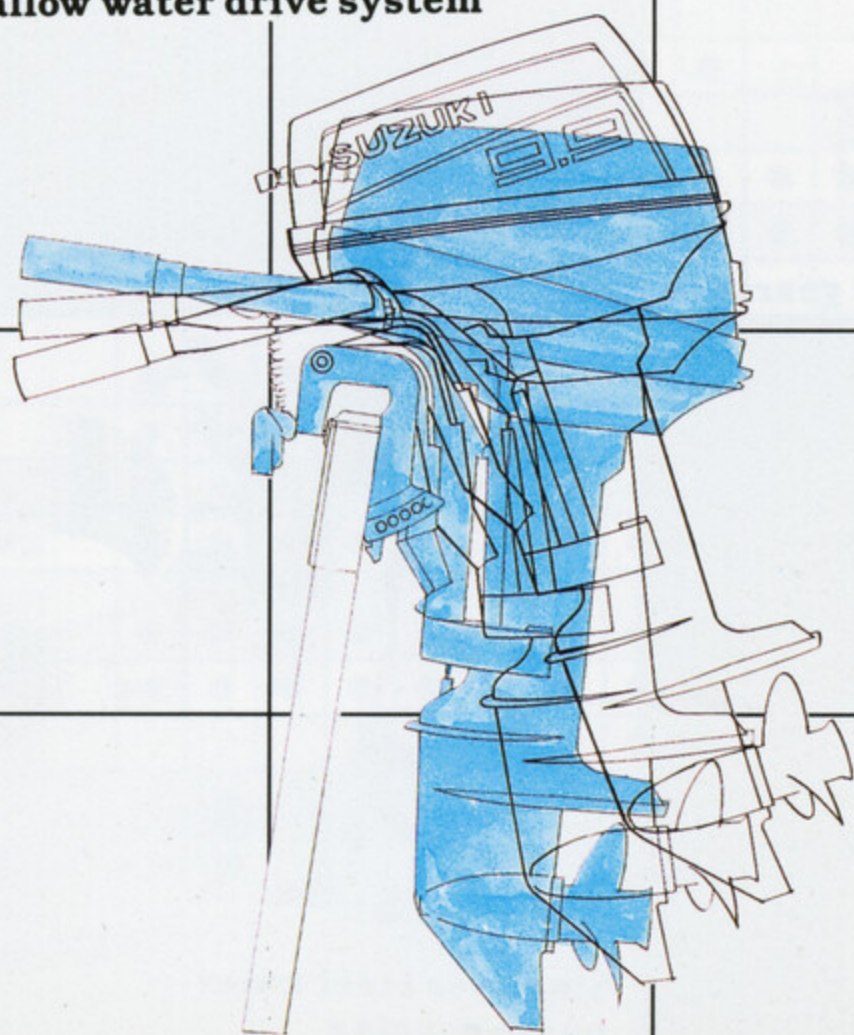
ever before. Features like Pointless Electronic Ignition, tuned thru-prop exhaust and a thermostatically controlled engine cooling system make these new engines the 'runningest' ever.

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And don't forget, they've got plenty of 'people pleasers' too. A handy weight-balanced carry handle. A hefty dual output alternator. A 180° pivot tiller handle for easier storage. A five-position, automatic two-step shallow water drive system. And both manual and electric start versions with optional remote control.

Isn't it time that you're 'one-up' on everybody else? The new Suzuki 8 and 9.9 definitely are.

Shallow water drive system



Thru-prop exhaust



9.9 • 8
FEATURES
6 • 4
2



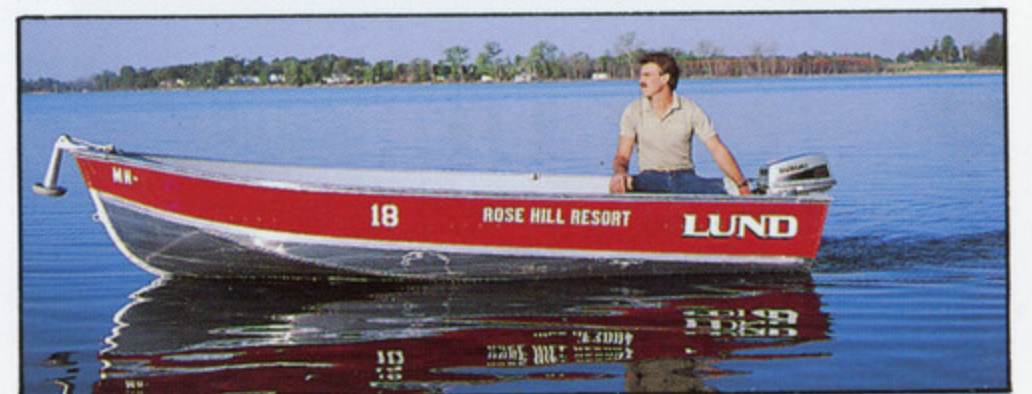
24 Month Limited Warranty

2·4·6

Don't let their size deceive you, Suzuki's 2, 4, and 6 like big challenges too. That's because they're intentionally engineered with innovative features like the rest of Suzuki's line.

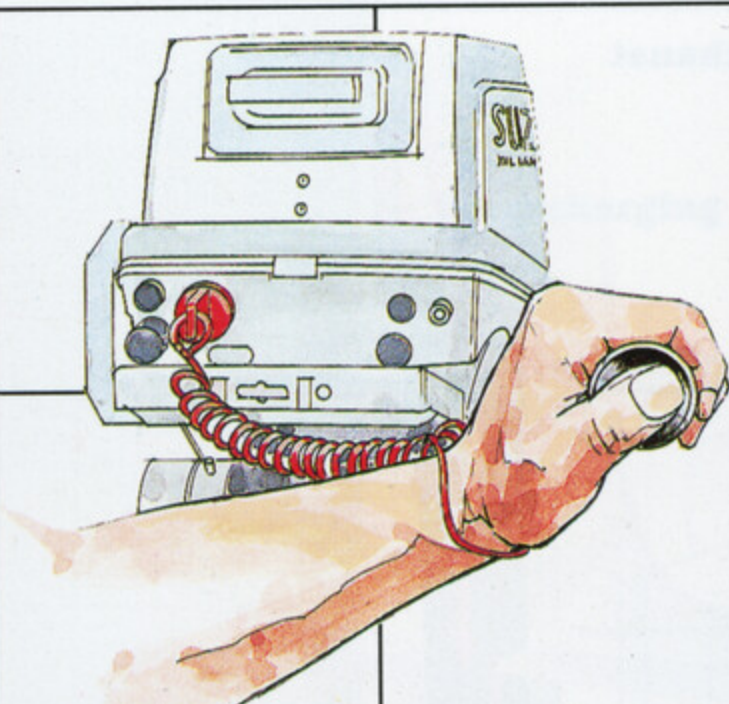
For example, the 2, 4, and 6 all receive a performance boost from loop-charged induction and a clean burning 100:1 fuel/oil ratio. And each is offered in both 15 and 20 inch shaft lengths to best suit your needs.

The Suzuki 6 is a sturdy and economical twin, with Pointless Electronic Ignition, a stainless steel water pump housing, dual output alternator and our exclusive 'auto-slant' system that enables the engine to operate in shallower than normal conditions.

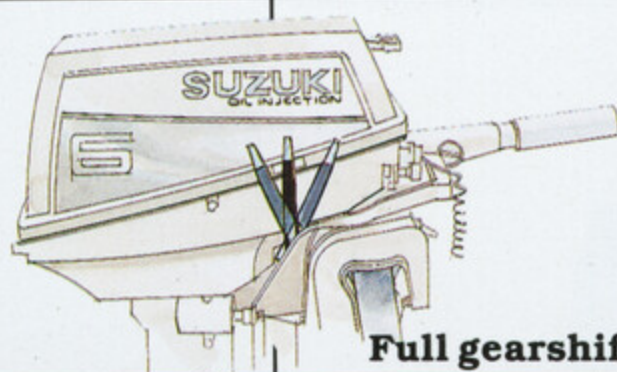


Our 4 is a spunky performer, equipped with a hand adjustable steering and throttle tension control along with an emergency stop switch lanyard. Suzuki's two stage shallow water drive, an integral 2.8 liter fuel tank and full forward/neutral/reverse shifting plus 360° steering is also part of the package.

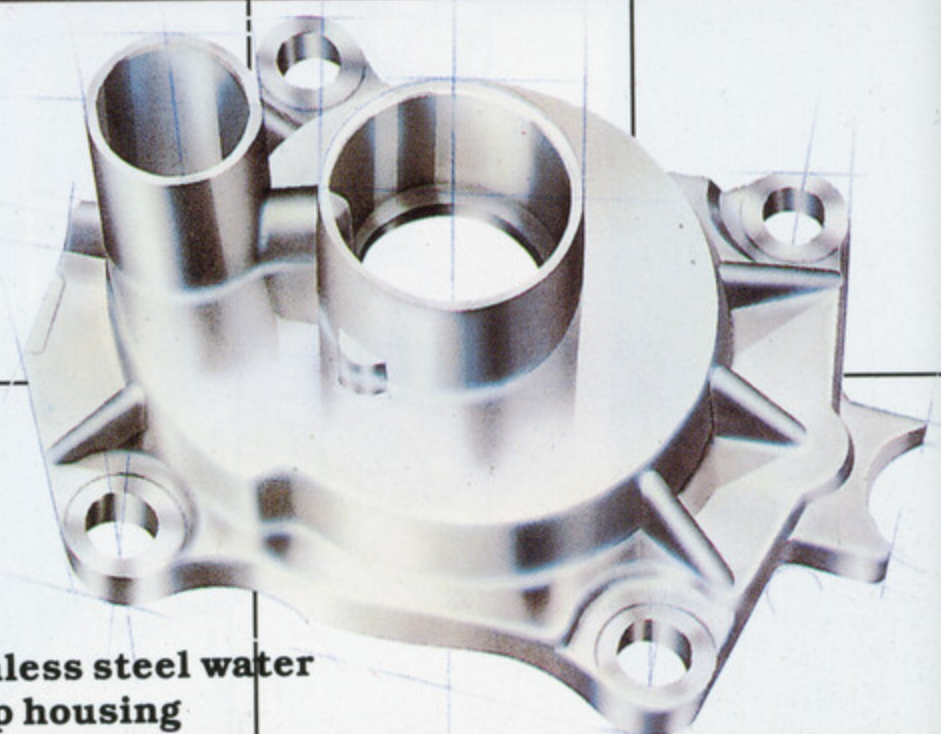
And no one beats our 2 when it comes to weight, it's the lightest in the class. But just to be on the safe side, our 2 also has a dual clamp bracket for extra secure attachment and a built-in 1.2 liter fuel tank.



Emergency stop switch lanyard



Full gearshift



Stainless steel water pump housing

SUZUKI FEATURES FOR 1988

[illegible]

* NOTE : DT35 is only for U.S. market

Freshwater Fishing



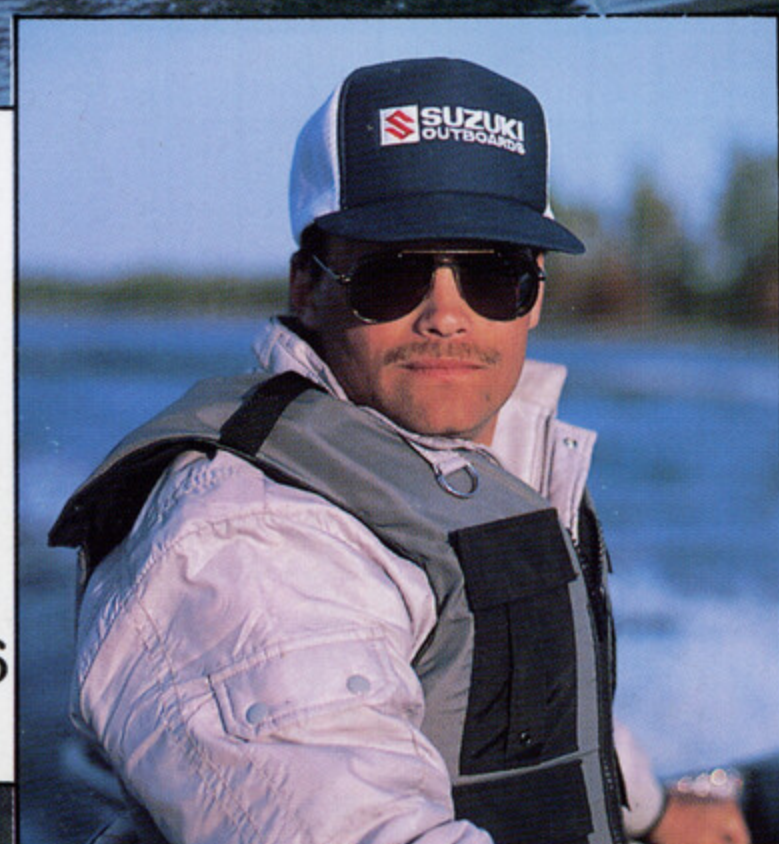
"Here in Minnesota, fishing is both my hobby and my business so it's important to me to have equipment that I can depend on. That's why all my boats are Suzuki powered. Rain or shine, my Suzuki's are always ready to go fishing when I am."

Tom Zenanko, Minneapolis, MN

Avid fishermen appreciate a smooth running, dependable outboard motor almost as much as finding their own private honey-hole. And Suzuki agrees. The last thing a fisherman should have on his mind is his engine.

That's why Suzuki pays extra attention to those important details like our shallow water drive system, dual output alternators, conveniently placed emergency stop switches and our special 'water-blanket' exhaust system which hushes exhaust noise down to a whisper so the fish won't hear you coming.

But you don't have to take our word for it. The next time you see a fellow fisherman with a Suzuki motor, ask him how he likes it. And we bet he won't give you any 'fish stories.'





On the tournament bass circuit, pro fishermen talk performance as often as they do big fish. And whose name comes up in conversation with increasing regularity when the discussion turns to lightning quick hole-shots and out-running the competition on the top end? That's right, you guessed it . . . it's Suzuki's awesome 150 Super Six, the biggest 150 HP V-6 in its class.

But Suzuki's outstanding fishing performance isn't just the exclusive domain of its rapid Super Six Shooter. Not by a long shot. Every Suzuki outboard, right from the lightweight 2 HP up to the exotic Exanté is performance bred. Built to last and run fast.

"I like to play on a winning team — that's why I chose a Suzuki V-6 for my new bass rig. The Dallas Cowboys don't settle for second best and neither does Danny White."

**Danny White, Dallas, TX
Quarterback, Dallas Cowboys**



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Saltwater Fishing



"I make my living as a charter boat fishing guide in the Florida Keys where durability is the name of the game. Last year I put over 1400 hours on my Suzuki and never made a major repair. That's three times more reliability than I've had from any other outboard."

Robert Trosset, Key West, FL

When you're out there fishing and the nearest land is nothing more than a compass heading, you'd better have confidence in the engine that got you there. That's why it's so important to have a Suzuki on your transom. It's kind of like your best friend . . . someone you can count on, even in a pinch.

Suzuki outboard engines are engineered for tough use, the kind of abuse offshore fishing dishes out. Extra heavy duty engine mounts, beefy engine blocks, rugged lower units, and plenty of zinc anodes to fight corrosion were designed that way for a reason. To get you to where the fish are and then bring you back home when you're ready.

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Cruising



Weekend family boating is meant to be fun . . . not a hassle. So why fight it? When it comes to reliability and smooth operation, nothing compares to a Suzuki.

Sure starts. Crisp acceleration. Plenty of low end power to plane-off a boat load of friends . . . that's what Suzuki delivers whether it's one of our powerful V-6s or an economical four or three cylinder mid-range model. They all know how to get the job done.

And talk about choice. Suzuki makes you stop and think because it offers so many excellent models in all the popular horsepower sizes. Just turn the ignition switch and you're ready to have fun.

"We couldn't have asked for anything more from our Suzuki. It's a great motor and we haven't had a lick of trouble with it. It's quiet, smooth running with plenty of power and surprisingly economical too."

Andy Menard, Orlando, FL



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Performance

"White water river racing is just about the toughest test you can give any outboard engine. And believe me, my Suzuki has taken direct hits with submerged rocks and still kept going where my competition haven't. Suzuki builds one tough motor."
**Ron Mauselle, Inflatable Boat Center
 Portland, OR**

Performance is more than winning races and collecting trophies. It's the 'what' that makes your boat go day after day and run better than your friend's boat across the lake.

And Suzuki is great at doing that . . . running day in and day out, and a little bit quicker and faster than the competition. After all, who else offers production made dual spark plug cylinder heads as standard equipment on selected V-6 models. And who else utilizes a pre-atomized oil injection system with a special I.C. Ignition to maximize your performance pleasure. Only Suzuki, that's who.



30



Water Skiing



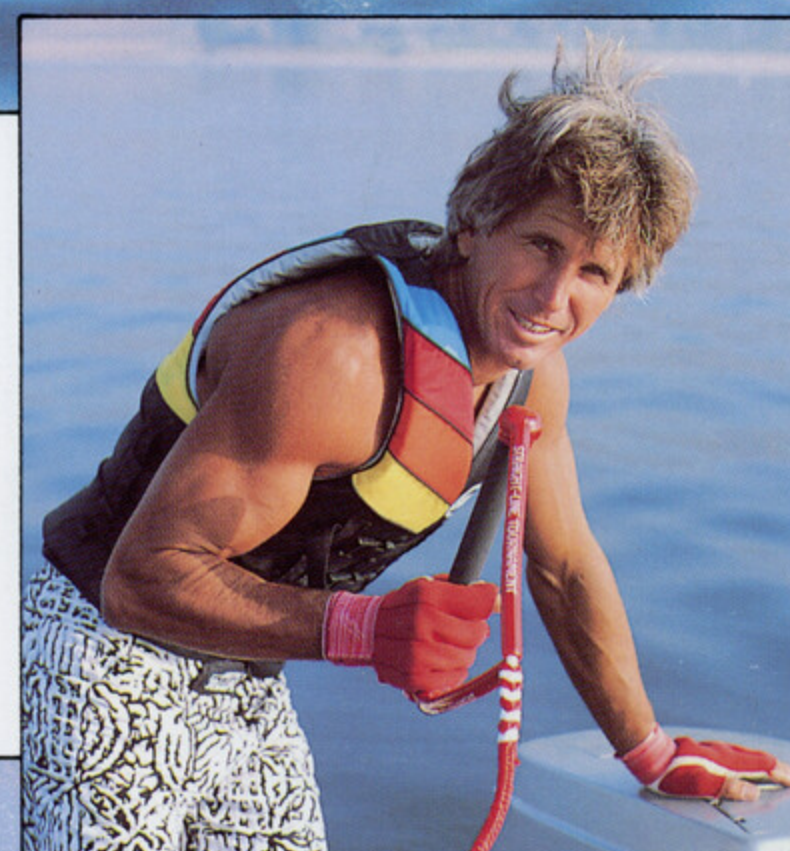
If you want to become an instant expert on how well a particular outboard motor performs, just take it out for a ski ride and it will tell you everything you need to know.

Water skiing is a demanding sport, both for the skier and the outboard engine. And if you're not in shape, it really shows.

That's where Suzuki's generous cubic inch displacement engine blocks really pay off, delivering the kind of power and torque both serious and novice skiers can appreciate. But get ready for a pleasant surprise when the time comes to fill'er-up. Suzuki's I.C. Ignition system, loop-charging and Mikuni carburetion keep you on the water longer and away from the gas dock . . . the way it should be.

"I'm impressed with Suzuki power — these motors deliver the kind of performance and response that skiers can appreciate."

**Mike Murphy, Parker, AZ
Ski Shop Owner/Instructor,
Former Professional Show Skier**



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Inflatables Sailboats

Pontoons



"I've had to call on my Suzuki outboard to help me out of several tight spots. Once it towed my 48-foot ketch safely out to sea through 9-foot waves when it was impossible to anchor. No doubt about it, I'm sold on Suzuki."

**George Stokes,
Huntington Beach, CA**



If you're looking for little motors with big push, then you've come to the right place. Suzuki doesn't mind if it's an inflatable dinghy or a 50-foot house boat, it's all part of a day's work.

We've got features on all our small and mid-sized motors that will simply astound you. Brand new oil injection on the 9.9 and 8 HP. A new 9.9 Sail motor with 25-inch extra long shaft and oil injection as standard. And how about the new 30 HP Suzuki, a potent three-cylinder package with grown up features like pre-atomized oil injection and Suzuki's exclusive engine monitoring system.

Take your boating seriously . . . and get serious with Suzuki.












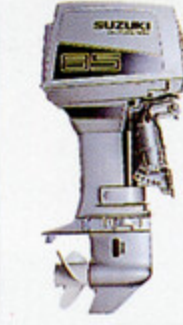
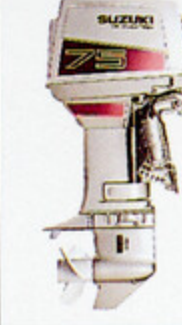
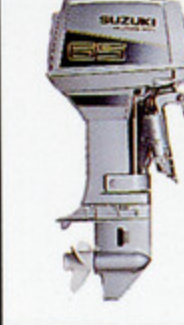
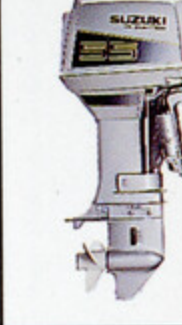
Genuine Marine Accessories



33

When you own a Suzuki outboard, there's no reason to compromise on quality or performance. Not as long as you demand Suzuki genuine marine accessories and replacement parts. Contact your local Suzuki outboard dealer for complete information. If you own a Suzuki, you might as well make sure it runs like one.

1988 SUZUKI MODELS / SPECIFICATIONS

											
MODEL	DT200 EXANTE V	DT200 TC	DT175 TC	DT150 Super Six SS	DT150 TC	DT140 TC	DT115 TC	DT85 TC	DT75 TC	DT65 CR/TC	DT55 CR/TC/HTC
Horsepower	200	200	175	150	150	140	115	85	75	65	55
Shaft Length (in.)	L 20 X 25	L 20 X 25	L 20 X 25	L 20	L 20 X 25	L 20 X 25	L 20 X 25	L 20	L 20	L 20	L 20
Weight (lbs.)	L 456 X 465	L 456 X 465	L 456 X 465	L 456	L 456 X 465	L 370 X 383	L 370 X 383	L 271	L 271	L 218 L 232	L 218 L 232 L 238
Cylinders	V-6	V-6	V-6	V-6	V-6	4	4	3	3	3	3
Piston Displacement (cu. in.) (cc)	164.3 cu. in. (2693cc)	164.3 cu. in. (2693cc)	164.3 cu. in. (2693cc)	164.3 cu. in. (2693cc)	164.3 cu. in. (2693cc)	108.2 cu. in. (1773cc)	108.2 cu. in. (1773cc)	73.0 cu. in. (1197cc)	73.0 cu. in. (1197cc)	54.4 cu. in. (891cc)	54.4 cu. in. (891cc)
Bore / Stroke (in.) (mm)	3.31 x 3.19" (84 x 81 mm)	3.31 x 3.19" (84 x 81 mm)	3.31 x 3.19" (84 x 81 mm)	3.31 x 3.19" (84 x 81 mm)	3.31 x 3.19" (84 x 81 mm)	3.31 x 3.15" (84 x 80 mm)	3.31 x 3.15" (84 x 80 mm)	3.31 x 2.83" (84 x 72 mm)	3.31 x 2.83" (84 x 72 mm)	2.87 x 2.80" (73 x 71 mm)	2.87 x 2.80" (73 x 71 mm)
Operating Range (RPM)	*5000-5600	*5000-5600	*5000-5600	*5000-5600	*5000-5600	4800-5500	4800-5500	4800-5500	4800-5500	4800-5500	4800-5500
Starting	E	E	E	E	E	E	E	E	E	E	E
Choke	Suzuki Start System	Suzuki Start System	Suzuki Start System	Suzuki Start System	Suzuki Start System	Electric	Electric	Electric	Electric	Electric	Electric
Fuel Tank Capacity	N/A	N/A	N/A	N/A	N/A	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)
Oil Tank Capacity	9.5 qt. (9 lit.)	9.5 qt. (9 lit.)	9.5 qt. (9 lit.)	9.5 qt. (9 lit.)	9.5 qt. (9 lit.)	6.3 qt. (6 lit.)	6.3 qt. (6 lit.)	2.4 qt. (2.3 lit.)	2.4 qt. (2.3 lit.)	3.2 qt. (3 lit.)	3.2 qt. (3 lit.)
Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition	IC Ignition
Alternator	12V 270W	12V 270W	12V 270W	12V 270W	12V 270W	12V 200W	12V 200W	12V 80W 180W (OP)	12V 80W 180W (OP)	12V 80W 180W (OP)	12V 80W 180W (OP)
Lighting Coil (opt.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Charging Coil (opt.)	270W	270W	270W	270W	270W	200W	200W	80W (180W)	80W (180W)	80W (180W)	80W (180W)
Piston Rings	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type
Mounting	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount
Trim Position	Power Trim	Power Trim	Power Trim	Power Trim	Power Trim	Power Trim	Power Trim	Power Trim	Power Trim	5/Power Trim	5/Power Trim
Fuel	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.
Fuel / Oil Mixture	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering	Automatic Metering
Gear Ratio	14:26	14:26	14:26	14:26	14:26	12:25	12:25	13:27	13:27	12:23	12:23
Gear Shift	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.
Exhaust	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop
Drive Train Protection	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub
Standard Propeller (in.)	3 x 14 1/4 x 24	L 3 x 14 1/4 x 24 X 3 x 14 1/4 x 22	L 3 x 14 1/4 x 20 X 3 x 14 1/4 x 22	3 x 14 1/4 x 22	L 3 x 14 1/4 x 22 X 3 x 14 1/4 x 20	3 x 13 x 21	3 x 13 x 19	3 x 13 x 19	3 x 13 1/2 x 15	3 x 11 1/8 x 16	3 x 11 1/8 x 16
Optional Propeller (in.)	18-28	18-28	18-28	18-28	18-28	15-21	15-21	13-21	13-21	9-17	9-17
Steering	Remote	Remote	Remote	Remote	Remote	Remote	Remote	Remote	Remote	Remote	Tiller / Remote
Engine Color	Gold	Silver / White	Silver / White	Silver / White	Silver / White	Silver / White	Silver / White	Silver / White	Silver / White	Silver	Silver

*Provisional Value

**Battery Charging Capabilities Optional on Manual Models

AC Current Standard on Manual Models

T = Trim & Tilt, Remote Control & Electric Start

R = Remote Control & Electric Start

H = Tiller Handle, Power Trim / Tilt & Electric Start

M = Manual Start & Tiller Handle

E = Electric Start & Tiller Handle

V = 'Comlink'

C = Oil Injection

SS = Super Six

S = 15" shaft

L = 20" shaft

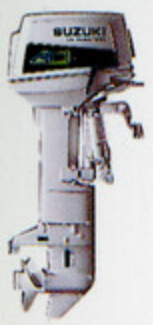
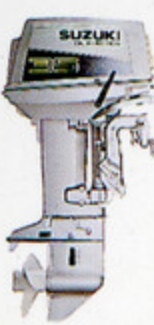






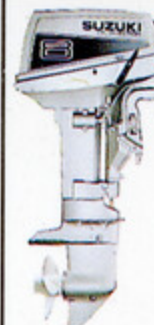



X = 25" shaft lit. = liters

† = DT35TC and DT40TC have Power Tilt only (no Trim)

†† = Number of tilt pin positions

††† = NOTE : DT35 is only for U.S. market

• SPECIFICATIONS

											
DT40 TC/MC/CR	DT35 + + + TC/MC/CR	DT30 MC/CR	DT25 M/E	DT20 M/E	DT15 M/E	DT9.9 SAIL CN	DT9.9 MC/CE	DT8 C	DT6	DT4	DT2
40	35	30	25	20	15	9.9	9.9	8	6	4	2
S 15 L 20	S 15 L 20	S 15 L 20	S 15 L 20	S 15 L 20	S 15 L 20	X 25	S 15 L 20	S 15 L 20	S 15 L 20	S 15 L 20	S 15 L 20
S 181 S 157 S 163 L 183 L 159 L 165	S 181 S 157 S 163 L 183 L 159 L 165	S 132 S 136 L 134 L 138	S 119 S 128 L 121 L 130	S 119 S 128 L 121 L 130	S 82 S 87 L 84 L 89	X 76	S 71 S 77 L 74 L 79	S 71 L 74	S 60 L 61	S 45 L 46	S 24 L 26
2	2	3	2	2	2	2	2	2	2	1	1
42.5 cu. in. (696cc)	42.5 cu. in. (696cc)	33.1 cu. in. (543cc)	30.5 cu. in. (499cc)	27.1 cu. in. (444cc)	17.3 cu. in. (284cc)	12.8 cu. in. (211cc)	12.8 cu. in. (211cc)	12.8 cu. in. (211cc)	10.1 cu. in. (165cc)	5.5 cu. in. (90cc)	3.1 cu. in. (50cc)
3.11 x 2.80" (79 x 71 mm)	3.11 x 2.80" (79 x 71 mm)	2.44 x 2.36" (62 x 60 mm)	2.80 x 2.48" (71 x 63 mm)	2.64 x 2.48" (67 x 63 mm)	2.32 x 2.05" (59 x 52 mm)	2.13 x 1.81" (54 x 46 mm)	2.13 x 1.81" (54 x 46 mm)	2.13 x 1.81" (54 x 46 mm)	1.97 x 1.65" (50 x 42 mm)	1.97 x 1.81" (50 x 46 mm)	1.61 x 1.5" (41 x 38 mm)
4800-5500	4800-5500	5000-5600	4800-5500	4800-5500	4700-5500	5300-5700	5300-5700	4700-5700	5200-5700	4500-5500	4200-4800
M/E	M/E	M/E	M/E	M/E	M/E	M	M/E	M	M	M	M
Manual/Electric	Manual/Electric	Manual/Electric	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual
Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 6.3 gal. (24 lit.)	Separate 4 gal. (15 lit.)	Separate 4 gal. (15 lit.)	Separate 0.7 gal. (2.8 lit.)	Integral 0.3 gal. (1.2 lit.)
2.1 qt. (2 lit.)	2.1 qt. (2 lit.)	2.1 qt. (2 lit.)	N/A	N/A	N/A	.7 qt. (0.7 lit.)	.7 qt. (0.7 lit.)	.7 qt. (0.7 lit.)	N/A	N/A	N/A
Suzuki P.E.I.	Suzuki P.E.I.	I.C. Ignition	Suzuki P.E.I.	Suzuki P.E.I.	Suzuki P.E.I.	Suzuki P.E.I.	Suzuki P.E.I.	Suzuki P.E.I.	Suzuki P.E.I.	Suzuki P.E.I.	Flywheel Mag.
**12V 80W	**12V 80W	**12V 80W	**12V 80W	**12V 80W	**12V 80W	**12V 80W	**12V 80W	**12V 80W	**12V 80W	**12V 30W (OP)	N/A
MC 30-80W	MC 30-80W	MC 30-80W	M 30-80W	M 30-80W	M 30-80W	CN 30-80W	MC 30-80W	C 30-80W	30-80W	(30W)	N/A
CR/TC 80W	TC/CR 80W	CR 80W	E 80W	E 80W	E 80W	(80W)	CE 80W	(80W)	(80W)	(30W)	N/A
Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Keystone Type	Flat Type	Flat Type	Keystone Type
Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Shear Mount	Bushing Type	Bushing Type	Bushing Type
Power Tilt † or 5	Power Tilt † or 5	5 † †	5 † †	5 † †	5 † †	5 † †	5 † †	5 † †	5 † †	5 † †	4 † †
Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.	Reg. or Unlead.
Automatic Metering	Automatic Metering	Automatic Metering	100:1	100:1	100:1	Automatic Metering	Automatic Metering	Automatic Metering	100:1	100:1	100:1
11:23	11:23	11:23	11:23	11:23	12:23	13:27	13:27	13:27	12:23	12:23	12:23
F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	F.N.R.	Forward
Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Thru the Prop	Above Prop	Above Prop	Above Prop
Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Spline Drive Rubber Hub	Shear Pin	Shear Pin	Shear Pin
S 3 x 11 ³ / ₈ x 14 L 3 x 11 ¹ / ₂ x 13	S 3 x 11 ³ / ₈ x 14 L 3 x 11 ¹ / ₂ x 13	S 3 x 10 ¹ / ₄ x 13 L 3 x 10 ¹ / ₄ x 12	S 3 x 10 ¹ / ₄ x 12 L 3 x 10 ¹ / ₄ x 11	S 3 x 10 ¹ / ₄ x 12 L 3 x 10 ¹ / ₄ x 11	S 3 x 9 ¹ / ₄ x 11 L 3 x 9 ¹ / ₄ x 10	X 3 x 10 x 6 ¹ / ₂	3 x 9 x 9 ¹ / ₄	3 x 9 x 8 ¹ / ₄	3 x 7 ⁷ / ₈ x 7 ¹ / ₂	3 x 7 ¹ / ₂ x 6 ¹ / ₂	3 x 7 ³ / ₈ x 4 ¹ / ₂
9-17	9-17	9-15	9-13	9-13	7-11	—	7-9 ¹ / ₄	7-9 ¹ / ₄	5 ¹ / ₂ -7 ¹ / ₂	6-7	4 ¹ / ₂ -5 ³ / ₈
Tiller/Remote	Tiller/Remote	Tiller/Remote	Tiller Remote (OP)	Tiller Remote (OP)	Tiller Remote (OP)	Tiller Remote (OP)	Tiller Remote (OP)	Tiller Remote (OP)	Tiller Remote (OP)	Tiller Remote (OP)	Tiller
Silver	Silver	Silver	Silver	Silver	Silver	Silver / White	Silver / White	Silver / White	Silver	Silver	Silver

Suzuki reserves the right to change, without notice, equipment, specifications, colors, materials and other items to apply to local conditions. Each model may be discontinued without notice. Please inquire at your dealer for details of any such changes. Actual body colors may differ slightly from the colors in this brochure.



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